

THE MOTOR CYCLE

FOUNDED 1903 · LARGEST NET SALE IN THE WORLD

supreme

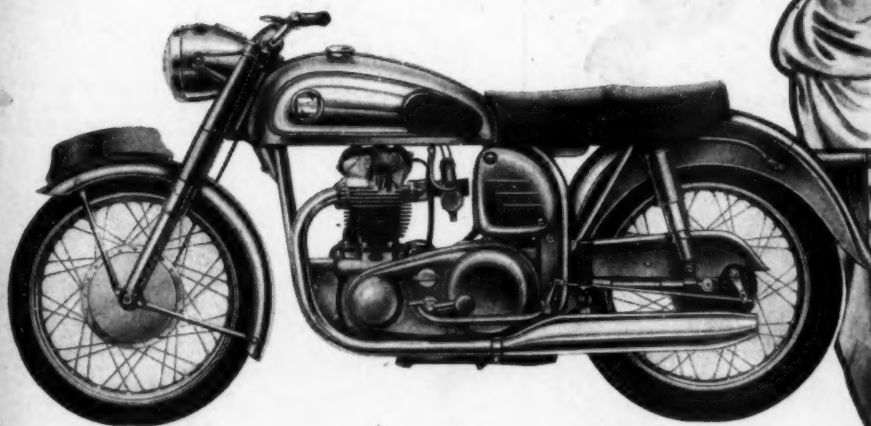
THE JOHN GREER LIBRARY
FEB 26 1958

The Greeks had a word for it—MEGISTOS

Zeus was the supreme deity, king of the
ancient Greek Gods, father of all.

Norton's have a word for it—the DOMINATOR 99.

King of Motor Cycles, supreme in its road-
holding qualities, dominating all in its field



NORTON MOTORS LTD



BRACEBRIDGE STREET, BIRMINGHAM 6



**make the screen
for your
lightweight**

RAPIER. For the B.S.A. lightweight models, and most other makes of motor cycles up to 350 c.c. Price 99/6.

ASK TO SEE AN M.P.C.

METAL & PLASTIC COMPACTS LIMITED

ARMOURY ROAD, BIRMINGHAM, 11

Phone: VIC 1008 and 2381 (20 lines)

Grams: AMPECE, B'HAM

DKR

PRESENT

The Top Trio

DE - LUXE

Defiant

200CC. ELECTRIC STARTER - 4 SPEED GEAR BOX £189-15-5

Pegasus

DE - LUXE

150CC. ELECTRIC STARTER - 3 SPEED GEAR BOX £177-11-11

Dove

STANDARD

150 CC. KICK STARTER - 3 SPEED GEAR BOX £162-15-0



**ALL
BRITISH**

DKR SCOOTERS LTD

PENDEFORD AIRPORT WOLVERHAMPTON TEL. FORDHOUSES 2055

All models fitted with Villiers blower cooled engines, now available in a new range of stove enamelled colours with two tone dual seats.

*For A HOLIDAY
of THRILLS*

VISIT the

ISLE OF MAN



**T.T. RACES
JUNE 2, 4 & 6**

SOUTHERN 100

JULY 10

**MANX GRAND
PRIX**

SEPT. 9 & 11



FREE GUIDE

Other events include :
Grand National Scramble, June 3;
Gymkhana, June 5; I.O.M.
International Motor Scooter
Rally, June 7-14; Two days Trial,
September 6 & 7.
Write to P. B. Kelly, Tourist Board,
Isle of Man (encl 6d for postage).

Pick a winner! BELSTAFF

THE FINEST MOTOR-CYCLE
AND SCOOTER CLOTHING
IN THE WORLD!

INSIST ON YOUR
MOTOR-CYCLE AND SCOOTER CLOTHING
DEALER SHOWING YOU THE NEW
BELSTAFF BROCHURE

THE "IRONHYDE" P.V.C. COAT
ILLUSTRATED IS ONLY ONE OF A
BRILLIANT RANGE OF MOTOR-CYCLE
AND SCOOTER CLOTHING TO SUIT
EVERY NEED AND POCKET

**"IRONHYDE" P.V.C.
COMPETITION COAT**

A DOUBLE-WELD 100% WEATHERPROOF
COAT MADE FROM HEAVY

MEN'S Garments are supplied in the standard sizes,
34 to 44 in. chest. LARGER SIZES SUPPLIED TO ORDER

ALL OUR GARMENTS ARE NOW
SAFETY CONDITIONED WITH
SCOTCHLITE
SPRAY REFLECTIVE FABRIC

LADIES' Coats and Suits
available in all styles and sizes

OBTAINABLE FROM LEADING MOTOR-CYCLE
DEALERS AND ALL REPUTABLE STORES

WEIGHT PLASTICATED FABRIC, LABORATORY-TESTED
FOR ABRASION, STRENGTH AND FLEXING. ALL SEAMS
ELECTRONICALLY WELDED AFTER SEWING. FITTED

WITH ALL USUAL BELSTAFF DEVICES

Fully Woolen Lined **£6-17-6**

Detachable Lined £7-5-0

Look for the
your more
guarantee

BELSTAFF

MANUFACTURING CO LTD
LONDON STOKE-ON-TRENT



A Score of Features

- 1 New colours—brilliant red, green, princess grey and gunmetal grey.
- 2 Enlarged chrome tank panels with new red and gold tank badge. A and B models.
- 3 Bright chrome-plated spokes.
- 4 New chrome rim on brake plates. A and B models.
- 5 New heavier duty crankshaft and main bearing. 650 Twins.
- 6 New Micro-habbit big end bearings, for longer life. 650 Twins.
- 7 New style headlamp cowl. A and B models.
- 8 Sidecar lugs on A and B models.
- 9 Reinforced clutch in 500 and 650 Twins.
- 10 New full width hubs. A and B models.
- 11 Centrally-disposed alloy-iron brake drums. A and B models.
- 12 New roll-on centre stand. A and B models.
- 13 New Burgess type silencers. A and B models.
- 14 Improved cylinder head. A10 Super Rocket.
- 15 Contoured oil tank and toolbox. A and B models.
- 16 Polished fin edges on alloy cylinder head.
- 17 Quieter and more efficient valve gear. C12.
- 18 Enamelled cylinder barrels.
- 19 Forged steel rear wheel sprocket. A and B models.
- 20 Wider rear chain for longer life. B models.



top score for 1958



The most popular Motor Cycle in the World

Please send me catalogue giving details of all models.

BSA MOTOR CYCLES LTD., 47 Armoury Road, Birmingham, 11

Name

Address

Publis
ILIFFE
DORS
STAM
LOND
Telegr
Teleph
BRAN
COVER
B-10, C
Teleph
BIRMIN
King Ex
Teleph
HANC
200, Da
Teleph
GLASG
266, Re
Teleph
ANNUA
Home
Canada
Second-
authoriz
EVERY
Occasi
Kentuc
Letters
Your Q
Perform
—C
For Ne
C.S.I.
Compe
Colmor
On the
Road T
From
Sports
Gener
Club N

THE MOTORCYCLE

Largest Net Sale in the World

Thursday 13 February 1958

Published by
ILIFFE & SONS, LTD.,
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.1.

Telegrams: Mocycte, Sedist, London
Telephone: Waterloo 3333

BRANCH OFFICES:

COVENTRY
8-10, Corporation Street
Telephone: Coventry 5210

BIRMINGHAM
King Edward House, New Street, 2
Telephone: Midland 7191

MANCHESTER
260, Deansgate, 3
Telephone: Blackfriars 4412
Deansgate 3595

GLASGOW
26b, Ranfield Street, C.2
Telephone: Central 1265

ANNUAL SUBSCRIPTION
Home and Overseas: £2 15s
Canada and U.S.A.: \$8

Second-class mail privileges
authorized at New York, N.Y.

EVERY THURSDAY

EDITOR
HARRY LOUIS

ASSISTANT EDITOR
GEORGE WILSON

Vol. 100 No. 2861
55th Year of Publication



Scene from the final control at the 1956 National Rally which finished at Morecambe. The Norton driver checking in is S. D. Wooding of Liverpool. The great A.C.U. fixture is discussed below

An Example to Follow

SOME form of propaganda, it is said, is essential in ensuring the success of any sporting venture. If that be true, then the Isle of Man Scooter Rally to be held during the week after the T.T. Races in June can hardly fail to arouse enthusiasm. A few weeks after the 1957 rally—a somewhat disappointing first-time experiment—plans were being formulated for 1958. A party went abroad to study continental organization. News from the Isle of Man made it widely known that groups had been out on the Mountain course, lapping continuously in an effort to establish speed schedules that would be satisfactory to the various capacity classes in the regularity tests. Already, as announced in last week's issue, the regulations are being printed.

The Isle of Man rally bids fair to becoming in the scooter sphere what the A.C.U. National Rally is in motor-cycle circles. The A.C.U. fixture is open to all motor-cycle and scooter riders—club members or not—and annually attracts some 900 competitors. That the total ought to be far greater goes without saying, bearing in mind that registrations today top 1,400,000. This year the rally will be held on July 19 and 20, five weeks after the scooter rally. Yet, so far, not a single item of news of the preliminary details has been issued. The Union should take a leaf out of the scooter organization's book. Inadequately publicized, the National Rally will never achieve its rightful importance in the motor-cycle calendar.

Why Driving Tests?

NEARLY three months ago the Committee on Road Safety issued its report on the minimum age for motor cyclists. After two years of deliberation it recommended, among other things, that licences to ride mopeds should be issued at 15 instead of 16. Last week Vice-Admiral Hughes Hallett asked the Minister of Transport what progress had been made in considering the report. The answer was that an information survey is to be undertaken in the spring. The survey will attempt to disclose whether there is any relationship between age and riding experience and accidents. But since 1930 the minimum age for a driving licence has been 16; and before then, when the minimum age was 14, mopeds were unknown and roads were far less congested. How, then, can any reliable conclusion be expected?

It is time that this question of licences for moped riders was faced in an intelligent and practical manner. Theoretically the driving test should ensure a certain standard of skill and thereby be beneficial. But if theory is to be logically followed all cyclists also should undergo a test. Such a policy is not advocated because it is impracticable. Similarly, it is impracticable to insist on tests for riders of mopeds without restricting the popularity of such machines. The use of mopeds should be encouraged—personal transport without exertion is surely a logical and laudable development. By retaining restrictive legislation the Government is lagging behind the times. The driving test for riders of mopeds—machines of limited performance as envisaged in the report—should be abandoned forthwith.

In This Issue

Occasional Comments ...	188
Kentucky to Santa Fe ...	190
Letters to the Editor ...	193
Your Questions Answered ...	196
Performance Comparisons —Car and Motor Cycle ...	198
For New Riders—Frames ...	200
C.S.I. Meeting ...	203
Competition Commentary ...	204
Colmore Cup Trial ...	205
On the Four Winds ...	206
Road Test—197 c.c. Francis-Barnett Falcon ...	208
Sports News ...	210
General News ...	212
Club News ...	214



Occasional Comments

By "IXION"

The Hermit Motor Cyclist

TO hand is an eight-page letter from an utter stranger in Scotland. Apparently a schoolmaster of rather a retiring nature, he is frankly quite uninterested in motor-cycle sport; he knows no other motor cyclists (and apparently has no desire to extend his acquaintanceship in that direction); things mechanical do not interest him except in so far as they enable him to be the master of his machine. Yet his main theme is that when he bought his machine he "stepped straight into a new world" and cannot imagine how he existed so long without one. He likes "pottering about the countryside—the independence, the sense of well-being, the ability to get away from crowds, the sense of achievement as mastery of the machine develops, the courtesy invariably displayed by other riders if things go wrong . . . all this has been a revelation to me." This type of enthusiast may be rare—he is only the second genuine 100 per cent hermit motor cyclist whom I have come across in a long life. On the other hand, that type does not normally betray its secrets—there may be many such leading quiet lives?

Cold Ears

I ALWAYS read Mary Carmichael avidly and noted with interest that her notion of winter comfort includes a helmet with furry ear flaps. I think I have the coldest ears anywhere outside the Antarctic. But I have never dared

A scene from the All-Japan Endurance Race staged over a loosely surfaced circuit on the Asama Volcano (and discussed on page 206). A crowd estimated at 65,000 lined the entire six-mile lap.

to cover them right over, because I seldom use a rear-view mirror and rely partly on my ears to know what is happening astern. My ear protectors have never been more elaborate than deflectors such as on some safety helmets. I suppose Miss Carmichael requires full ear cover? Perhaps she makes real use of a mirror? Or perhaps she can hear through fur? Let's have a little all-weather male opinion, please; preferably from a lad with poor circulation.

A Universal Language

WHENEVER we mention the language difficulty in reference to foreign travel, the fans of various so-called universal languages instantly write to us. It is true, of course, that if you go to the trouble of learning one of those languages (there are quite a number of them) and subsequently travel anywhere abroad, the fans will put you in touch with a group of natives of that country to whom you can chatter. It is also true that only a very tiny number of the inhabitants of any country speak or understand even one of the patent languages. The whole topic is fraught with disillusion and disappointment. At the outset men hoped that all the nations would adopt one of the innovatory languages and insist on its being taught in all their schools. Thus we could each of us enjoy our own literature and simultaneously interchange conversation with the natives of all other lands in the universal dialect. Unfortunately there is hardly a scintilla of progress in any

such direction. The folk who have the wits to imagine what a world-wide second language could do for mutual understanding and peace are quarrelling among themselves as to which patent tongue should be selected. The United Nations—like Jove—surveys the scene but interferes not at all.

Stopping Two-stroke Engines

SOME riders advise that two-stroke engines should always be stopped by choking, i.e., by holding a hand over the carburettor air intake so that the engine dies on a rich mixture, of which some drops or molecules may survive in the crankcase and transfer ports to assist a rich mixture for restarting. The method is comparatively harmless with a two-stroke which utilizes petrol because lubricant will not be washed off friction surfaces as might be the case with a four-stroke using neat petrol. This scheme is fast losing its usefulness since most carburettors are fitted with air filters which prevent a hand being placed over the intake. However, closing the choke may produce much the same effect. But there is no point in using this wrinkle unless your engine is a sluggish starter from cold.

More Power?

I HAVE never heard anybody remark on a curious feature of the first motoring decade which applied both to motor cycles and to cars. Some very innocent folk apparently held the purse strings in many factories. They propounded a single remedy for all cases of miserable performance. Therefore, as motor cyclists we started with one (nominal) horse power for two-wheelers or $1\frac{1}{2}$ h.p. for tricycles. Finding that

we had to pedal on practically all hills and to push up part of any hill decorated with the red danger boards of the Cyclists' Touring Club, they counselled us to buy more power. I, being even more innocent than my tutors, progressed from 1 h.p. to 7-9 h.p., only to find myself more helpless than ever on hills. My big engine ripped belts to pieces unless the front pulley was the size of a bread trencher; and when the engine conked out on a gear ratio of 3 to 1 the machine was too heavy for one man to push up 1 in 8. The late Selwyn F. Edge was the first motoring publicist to make people listen to him. He sold nothing under 60 h.p. because he loved speed and he pointed out that for speed you must have lots of horse power to overcome wind resistance. But in mere road work you created no formidable wind resistance and you required no giant h.p. You merely had to tackle a simple weight-lifting job and for that you needed not vast power but good leverage. Leverage, he said, was another name for gears. The smaller your engine, the more gears you would need and the lower the ratios should be.

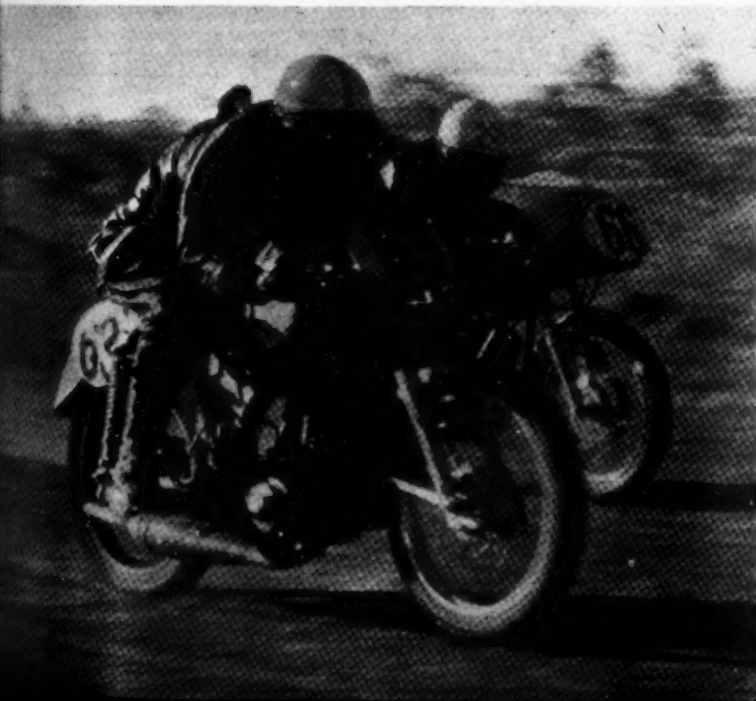
Radar Speedmeters

LANCASHIRE county police point with glee to a reduction of about 12½ per cent in their casualty returns since the radar traps were installed. This does not necessarily furnish any evidence whatsoever as to the technical accuracy of the radar sets. The sudden access of caution may be inspired by the spectacle of any serious-looking individual seated by the roadside at a small table and playing with a medium-size box. In other words, if any person of typical cop appearance and dimensions placed a small suitcase on such a table by the roadside and sat behind its open lid, peering intensely into its innards, he might exert as much restrictive effect upon motoring manners as the £350 radar set.

Invincible Climbers

A BRIGHTON reader asks me why a fellow (whom I will call X) used to win so many hill-climbs on a little-known machine about 50 years ago. This is rather an innocent question, though the answer would vary a little according to the rider concerned. Some firms tell all they know to a man who rides for them. He, in turn, being perhaps blessed with phenomenal reactions (like Stirling Moss), can beat most rivals even if his mount is not the best in the entry. Some men (such as Bob McIntyre) are personally tuners of high class. Fifty years ago competition was not very experienced or very intelligent and the hills would take far more speed than most of us could command. So victory went to quite an ordinary sort of chap who knew some tiny factor which others didn't know or who—if pedalling was allowed—had more powerful calves than the rest. I could seldom get away to compete but I won more climbs than I lost. I was very careful about my valve springs, my piston rings, my inlet pipe and, above all, my gear ratio. Mr. X was as tight as wax about his own secrets. I happen to know that he rode a specially lightened machine; that he used rather a high compression ratio and a special carburettor; and that he was very careful about the precise fit of everything when assembling his engine.

Another shot from the Asama meeting. The riders are No. 63 M. Ogaku (250 Cruiser) and R. Simora (250 Yamaha), who was third in his class



In the Tracks of the Conquistadors

By NOREEN M. FAIRWEATHER

Pause for a plug change in deserted country of scrub, blazing heat and dead-straight roads

Continuing Their U.S.A. Tour, Two British Girls Ride Across the Great Plains of the South



In Santa Fe Olive White discusses an American scooter with a city cop. The building in the background is a post office

OUR experiences up to and beyond the Kentucky Dam were dealt with in two earlier articles describing our journey across America. When we left Kentucky towards the end of June—I on my 122 c.c. James Cadet and Olive White on her 148 c.c. B.S.A. Bantam Major—we had the strange experience of crossing two of America's largest rivers and touching three states all within the space of about 10 minutes. We ran from Kentucky into the extreme southern tip of Illinois when we crossed the first of the rivers, the Ohio; a few minutes' ride then brought us to the mighty Mississippi, flowing smooth and muddy between high levees to receive the Ohio half a mile or so downstream. There we crossed another bridge and were in Missouri.

The contrast between the east and west banks of the Mississippi was very marked. The rolling hills of Kentucky gave place to flat, rich land over which the roads run straight and level. Enormous ice-cold slices of pink watermelon, selling for about a shilling a piece, were displayed on roadside stalls along with piles of fireworks for the forthcoming celebration of Independence Day on July 4. We went into Arkansas via Route 67, which splits the state diagonally, and made for Hot Springs where we intended to camp over the July 4 holiday and so avoid travel on the crowded roads. On our maps Hot Springs was marked as a national park, but when we arrived there, having ridden through lovely hill country, we found no sign of a park. I inquired, therefore, at a motel in the town as to where the camping ground was and that led to a happy chain of events for Olive and me. The manager of the motel invited us into his office and for an hour we talked together, Olive and I telling him about our trip and he in turn chatting about Hot Springs.

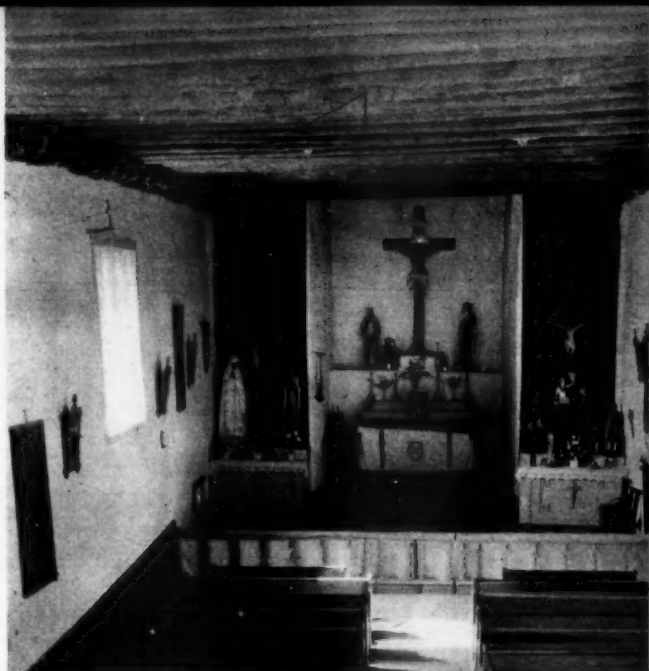
Our confusion in not being able to find the park was explained when we learned that the entire town is a national park and is, in fact, one of the oldest such areas in the United States. Its value lies in the millions of gallons of health-giving water gushing each day from the 47 thermal springs in the area which have been harnessed to benefit sufferers from arthritis and similar ailments. The Indians knew the curative power of the springs and had the humanity to declare the land neutral, so that the sick and aged of all tribes could share this wealth of the earth. When the white man came he built large, elegant bath houses and Hot Springs is now an opulent little town bursting at the seams with hotels, motels and seekers after restored health.

Cooled and refreshed, we were directed to the government-run camp site and were in the middle of setting up camp—Olive trying to light a reluctant fire and I pitching the tent—when a large car drew up, a man jumped out and said, "The owner of the motel you stopped at wants you two girls to be his guests for tonight and probably for the weekend." A camp may have been struck faster but I doubt it! Inside half an hour we were installed in an air-conditioned apartment, wallowing in the luxury of our own shower and—sheer bliss—a kitchen with a large refrigerator. The heat had reduced our food supply to limp apologies for the originals and our margarine to the consistency of SAE20, and as the temperature hovered around 95 degrees in the shade our pleasure in the ice-cold drinks we were able to have can be imagined.

During the next few days Hot Springs really gave us a pleasant time. We were interviewed by the local paper, we broadcast over the local radio and were made honorary citizens of the town. We were also given a mineral bath, which was delightful except that we were so blistered by the sun that we emerged feeling parboiled as well as roasted.

Alas, owing to an unexpected booking we had suddenly to vacate our lovely little apartment after two nights and move back to the camp ground. Our departure was, let's face it, completely undignified! I was in the middle of cooking pork chops and potatoes for our evening meal, wet washing was draped about the bathroom and Olive was writing letters when we were told, albeit very apologetically, that our room was required in less than an hour. So the chops and potatoes were flung into a saucepan, the washing was slapped into plastic bags and all the other paraphernalia tossed into the panniers somehow. With the much-appreciated help of Barney Barker, the local Harley-Davidson dealer, and his wife who drove up at the crucial moment expecting to take us on a prearranged sightseeing trip, we managed to transport ourselves and the gear out to the camp site where we stayed for a few more days.

Texarkana is the border town between Arkansas and Texas. There we spent one of our more unusual nights. We stopped at a filling station so that Olive could get her plugs sand-blasted and inquired at the same time if the attendants knew of any camping spot nearby, as none was marked on our map.



Interior of the historic mission church of Isleta. The roof, walls and floor lean at different angles as a result of great age

"Wal," drawled one. "Now there's a place 'bout 20 miles farther on. Got a good swimmin' hole there, too." Then he reflected. "Mebbe, though, they wouldn't let you stay the night there." He thought again. "There's a place up by the National Guard depot," he continued. Second thoughts hit him once more. "Nope, guess you couldn't stay there either. Had 15 or 16 murders around here a few years back. Phantom killer—never did get caught." He ruminated while we raised our eyebrows. Then the idea struck. "Why don't you gals just use the back yard? You can put up your tent between those two empty trucks. Come to that, you can sleep in a truck if you want to."

So we slept in the truck, one of those grey monsters which, from their very bulk, almost blow one off the road as they pass and which are so well handled by their friendly drivers. The back doors of the truck were open and, as we strung up our smalls from the roof, we got quite a kick from imagining the surprise with which the occupants of the overlooking houses would view the sight next morning!



Above: All set for the road. In fun, the girls hitch their machines to the trailer in which they lived for two days at Albuquerque



Right: The imposing skyline of Dallas, Texas, where the machines were ridden through the hotel lobby and into the lift for conveyance to the basement



Another scene from Isleta: Olive White chats with Indian children who display intense curiosity in the machines

The ride from Texarkana to Dallas, nearly 200 miles into Texas, was the hottest we had yet experienced. The temperature was nearly 100 degrees in the shade and we noticed for the first time the constant wind which blows across Texas from the south. It sweeps over the vast plains, sways the mesquite to its whims, whirls the sand in dancing spirals and sends the tumbleweed bowling until it is caught against ranch wire fences and held fast. It is hot and strong and bends the trees grouped around waterholes until they bow before it and permanently droop their heads northward.

In Dallas, feeling the need for a really good clean-up, we rented the cheapest hotel room we could find and caused some eyebrow-raising when we rode our machines through the lobby and into the lift for conveyance to the basement in lieu of a garage.

At that stage in our travels we decided to do a little night riding to avoid the intense heat. The ride took us from Dallas through Fort Worth and 100 miles beyond on a glorious moonlight night. It was a wonderful feeling to ride through the cool darkness with the little James purring happily and the telegraph wires gleaming in the headlamp beam like silver threads being spun out ahead. We stopped in the early hours of the morning, spread our sleeping bags alongside a wire fence behind a gas station apparently in the middle of nowhere and hoped fervently that the rattlesnakes were as tired as we were.

Three days later we were exploring the vast underground world of Carlsbad Caverns in the rugged foothills of the Guadalupe Mountains. I was told that from the park area one could obtain a view extending for 100 miles. In the clear desert air I could well believe it. The size of Carlsbad Caverns is almost incomprehensible. Just one cave alone is 285ft high and the trail around it is 1½ miles long—a wonderland of strangely beautiful rock formations shaded in delicate colours, the whole carefully lit to show this fantasy of nature to the best advantage. There were 356 people in our party. The awesome respect the caverns command was demonstrated when the park ranger guiding the group suggested that, for a few seconds, all lights be extinguished and complete silence maintained. For perhaps 20 seconds there was utter darkness and stillness so absolute that I felt I could reach out my hand and touch it.

Riding from Carlsbad to El Paso, the famous Texas-Mexico border town, we experienced a variety of conditions in one day. At first all was pleasant, for although we were crossing very dry desert country there was a ruffling breeze and at one time we were at an altitude of over 7,000ft. However, in the afternoon the thermometer climbed to 104 degrees in the shade while we were crossing the vast, glaring salt flats. An hour later we were shivering as a sudden, violent mountain storm deluged us with what felt like ice chips on our scorched skin! These storms became a part of our life in the desert country, although I don't think I ever stopped being surprised at seeing so much rain in what I had supposed to be almost completely waterless land.

Magnificent spectacles, the storm clouds would first gather over the distant mountains, purple-black in their glooming or dazzling white where the sun caught them as they surged against the intense blue sky. Then the rain curtains would sweep down, dark grey masses of water flexing in the wind, filling the gullies and desert arroyos with rushing, tumbling water and sometimes sending flash floods tearing up the roads. All the while jagged spears of lightning would cut through the sky and fork into the earth somewhere. Riding through it all, we both felt very, very small.

Entering El Paso thoroughly drenched, we made the Y.W.C.A. our headquarters and parked the machines in an alley at the side of the building. Next morning we found that each machine had a ticket tucked into the windscreen and thought for a horrid moment that we had been nabbed by the police for parking in a restricted area. But to our pleasant surprise the "tickets" were the cards of Raymond Rathbun and on the back of each was written: "Your dealer for British machines—up the alley a few yards." This was indeed a blessing, for Olive's Bantam had been giving us a lot of trouble in various ways while the James needed a little welding on one of the pannier frames. So while the machines were being inspected we yarned with Mr. Rathbun, his son, Bruce, and his right-hand man, "Jacko." Peggy Thomas had stopped at the Rathbun shop on her way down to Mexico and they all recalled her visit (and Matelot's) with great pleasure.

Just for a few hours we crossed the Mexican border into Ciudad Juárez where the colourful markets and beautiful goods on sale completely wrecked our budget for weeks ahead!

In travelling northward from El Paso through New Mexico to Santa Fe we were following in the tracks of the Spanish conquistadors whose quest for gold led them through what is now one of America's loveliest states. All along our road were historic markers, erected by the state, telling of the explorations of such men as Coronado, who conquered by the sword, and Don Antonio de Espejo, who brought peace to the Indians. New Mexico has many Indian reservations and villages which may be visited. One such little community is Isleta, a small pueblo just south of Albuquerque. It could be called a typical settlement in that all the houses are made of adobe, a kind of mud brick, and it also has a very fine old adobe mission church over 300 years old.

No sooner had we parked our machines than we were besieged by a dozen or so Indian boys and girls, all begging us in soft voices to buy little souvenirs which their mothers had made. The girls were rather shy but the lads showed a healthy curiosity in the machines. I tried to pronounce the Indian names of two of the little girls but had to give up and be content with prosaic Lizzie and Gert, their Anglo names, which sounded horrible after the mellifluous Indian tongue!

In Albuquerque, New Mexico's booming and largest city, we asked permission to camp at a trailer site. The owner not only refused to let us pay a fee but insisted that we made use of a trailer standing idle; so once again we lived in style for a couple of days, thanks to American hospitality.

Santa Fe, the oldest State capital in America, is 7,000ft above sea level. After we had chugged up the last long incline against a fair wind we found that on full throttle in top gear we were making only 25 m.p.h. on the flat. We both thought there was something wrong with our machines until we remembered the altitude.

For the next few days we were, I think, part of the local sights! Befriended by the owners of the Santa Fe Gift Shop, we pitched our little orange-coloured pup tent almost outside their door and became quite accustomed to being stared at by tourists. During meals it was rather like feeding time at the zoo, with Olive and I as the animals, while on emerging, pyjama clad, from the tent each morning we never knew quite who or what to expect.

Today Santa Fe is a thriving tourist centre built on the foundations of wonderful scenery, a vivid, ancient history and a skilled and colourful Indian population. It has a remarkably un-American atmosphere, accounted for in part by the fact that new buildings must conform to a certain pueblo style. The very fine post office is an excellent example of harmonious building. Like most Spanish-founded towns, Santa Fe is built around the plaza, on one side of which stands the 17th-century Palace of the Governors. There, by ancient custom, Indians from outlying reservations spread out their wares under the portico for inspection: skillfully made silver jewellery, rugs, blankets and pottery vie for the tourists' dollars.

Our intended two-day stay stretched and stretched. We were very pleased that it did because we received an invitation which led to one of the highlights of our trip: a visit to America's leading art colony and to the famous Indian mountain city of Taos.

" THE ARIEL

1000 c.c. SQUARE FOUR

*is an Aristocrat... quite
happy to be pushed along
at 90 m.p.h....*

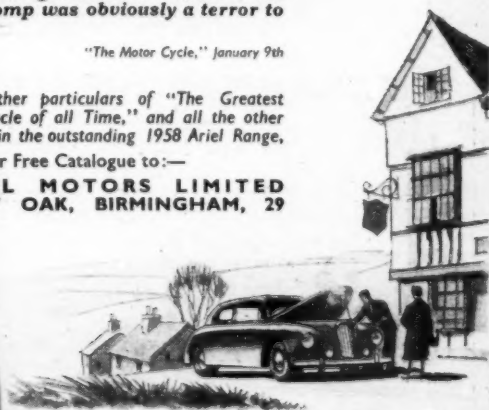
"Someone is bound to tell me it is inconsistent to follow up a panegyric of lightweights by eulogizing a 4 cwt. model. But I love the 997 c.c. four-pipe Ariel in spite of its weight which, incidentally, it carries very well. The Ariel Square Four is an aristocrat and the smooth, quiet dignity of its passage cannot fail to enhance public relations. It is, of course, no sluggard. Even with a pillion passenger and laden panniers and carrier it is quite happy to be pushed along at 90 m.p.h. On a brief detour through the Lake District I pitted the Ariel, similarly laden, against the three mile Struggles road from Ambleside to the top of Kirkstone Pass—a road with a maximum gradient of 1 in 3½. So light did the four make of the climb, even when restarting after we had stopped part-way up to look back at the view, that *I was surprised to find cars parked outside the inn with boiling radiators. What to the Ariel was a carefree romp was obviously a terror to those family saloons.*"

"The Motor Cycle," January 9th

For further particulars of "The Greatest Motorcycle of all Time," and all the other models in the outstanding 1958 Ariel Range,

Send for Free Catalogue to:—

ARIEL MOTORS LIMITED
SELLY OAK, BIRMINGHAM, 29



LIBERO LIBERATI

500 c.c. WORLD CHAMPION 1957

CHOSE BP SUPER



Photograph by courtesy of "Motor Cycling"



HIS CHAMPIONSHIP SCORE

I.O.M.	T.T.	not riding
DUTCH	T.T.	2 ND
GERMAN	Grand Prix	1 ST
ULSTER	Grand Prix	1 ST
ITALIAN	Grand Prix	1 ST

(The French Grand Prix race was cancelled)

CHAMPION'S CHOICE

For three out of his four championship-qualifying races, those in which he had choice of petrols, Libero Liberati chose BP Super. The fourth (German G.P.) was run on organiser's fuel.

PROOFS OF SUPREMACY

In the supreme tests, at international races, rallies and endurance tests, BP products demonstrate their supreme quality again and again.



THE BP SHIELD IS THE SYMBOL OF
THE BRITISH PETROLEUM COMPANY LIMITED

Letters

to the

Editor



Army Help in Trials

Scheme Already Employed in Scotland

THE idea of trials organizers obtaining help from T.A. units ("Sports News," January 23) is already in use by the Highland Club. During last year's Highland Two-day Trial members of a local T.A. unit manned the sections at Foyers. Using wireless and a hand-picked "fatigue party" of brawny Highlanders, they did a first-class job. Owing to warm weather and a total absence of wheelgrip the energetic Territorials had practically to carry the majority of competitors up to the end of the section (I know they carried me!).

Realizing the real hard labour involved in keeping the riders moving through the final sub-sections I offer the unit concerned my belated congratulations and thanks.

Fort William.

"NOVICE."

Plastic Components

Could They Effect Worth-while Weight Reduction?

I WAS very impressed with the clever use made of plastics in the new Bond scooter and feel that it is about time this material was put to increased use on two-wheelers. But what of our conventional four-hundredweight (and over) motor cycles? Something really must be done to reduce the tremendous weight of present-day machines. I reckon that a useful number of pounds could be saved just by making the following components out of plastics instead of steel: petrol and oil tanks, front mudguards, front and rear number plates, headlamp shells, tool boxes, primary chaincases, chain guards, dynamo commutator covers, voltage regulator covers, dust shields on forks and rear dampers. Besides reducing the weight of the machine there would be a first-class finish that, most important, would be rust-free. The chromium-plated tank fanatic could still have plated panels screwed to the sides of the tank if he so desired.

While on the subject of plastics, it might be worth while to dip frames and handlebars into a plastic solution for a really

durable finish. Ridges had their excellent celluloid-covered handlebars and control levers years ago.

Put a sensibly designed fairing (also plastic) on to a machine lightened as described and the result will be greatly increased performance and more m.p.g.

Liverpool, 19.

L. C. ROGERS.

Sawing Through the Ages

A Question of Using the Stronger Muscles

YOUR correspondent A. D. Ost (January 23) is surely right about the rigidity of steel being necessary for the cut to be made on the push stroke, but there is another factor as well. Our extensor muscles are stronger than our flexor muscles, i.e., we can push harder than we can pull, and so the cut on the push stroke is more effective. The proof of this is the position of the body in tetanus when all the muscles are in extreme tension and the body and limbs are extended.

The rest on the pull stroke allows the muscles to relax and blood to circulate, which could not happen if the cutting work were done on both strokes.

Halstead, Essex.

"RELUCTANT PILLION PASSENGER."

Scooter Performance

In Some Ways Superior to That of Lightweights

TIME and again in your columns the assumption is glibly made that whatever advantages scooters may offer must automatically be paid for by poor performance and roadholding; the latest instance is the opinion ascribed in your pen portrait (January 23) to designer Herbert Hopwood that, compared with scooters, motor cycles have "inherent stability." I challenge this condescending assumption on the grounds that it just is not borne out by fact. While it is true that one particular type of early scooter was in some respects unsatisfactory, later designers have benefited by experience, and your road-test reports of more recent models very commonly pay high tribute to their handling qualities.

I remember with joy an article describing the adventures of a couple of burly enthusiasts who, at the invitation of the makers, took a tiny scooter for an afternoon on a trials course. At first they thought they were on a motorized roller skate but as that wet, muddy afternoon proceeded they became more than impressed by the toughness and handling of the machine.

Myself, I ride a lightweight which is well known as a good roadholder and which appears with success in trials on both sides of the Atlantic. I have no complaints. It has a delightful engine and controls, and it gives an adequately comfortable ride under all conditions I normally encounter; but when some months ago I had the opportunity to use a scooter for about 1,000 miles of both town and distance riding, it was a revelation. I could take

"Venables will be pleased"



it round bends at an angle which, attempted on my machine, would scare the pants off me; it clung to wet London road surfaces as though the tyre treads were impregnated with glue; and on an unmade road it went smoothly over potholes which would make me leave the seat of my lightweight. On the other hand it was much harder work—physically—to ride.

Now let your cocksure enthusiasts read Vic Willoughby's impressions (January 16) of a new British scooter. He reports not only excellent handling and comfort but a speed and hill-climbing performance that is definitely good for a 148 c.c. engine. Since this scooter is considerably heavier than lightweight motor cycles of the same engine size, one must surely ascribe the good performance to the better penetration of a machine with a smooth body.

The plain fact is that the suspension of all lightweight motor cycles suffers because tradition decrees they must have wheels much larger than their weight calls for. The wheels (including tyre) with an outside diameter of 17in or so which are becoming normal in scooter design give a more favourable ratio of sprung to unsprung weight; in addition, they give a much freer hand to designers by leaving more space in between; finally, by enabling the head bearings to be brought lower they minimize the problem of ensuring torsional stiffness in the frame.

So much for one design fundamental. What of scooters as available on the market? One point that comes immediately to mind is that whereas almost all lightweight motor cycles have telescopic front forks with either no damping or the very simplest oil-operated arrangement, it is usual nowadays for scooters to have the geometrically superior horizontal-link type of suspension and a great many have proprietary spring-and-hydraulic suspension units at front and rear. Those few lightweight motor cycles which have such advanced suspension are priced in the range of scooters but without the weather protection, the elegance, the easily removable and interchangeable wheels, and perhaps electric starting, too, which makes the scooters such good value at the price.



"Growing your own sidcar?"



"All I know is they've been experimenting with sea-water injection"

Why, then, am I guilty of the apparent inconsistency of having bought a motor cycle? That is another story. The fact is that no vehicle so far on the market satisfies my wish for a two-wheel car, though the latest scooters come near; and the motor cycle is for me only the basis of the vehicle I am at present constructing for myself. It minimized initial outlay and gave less to discard.

London, N.10.

IAN LESLIE.

The Stop Light

Inexperienced Riders Use the Rear Brake

WITH reference to the question of whether the stop light should be actuated by the front or rear brake, I think that the rear brake is the obvious choice as an inexperienced rider tends to use the rear brake more than the front and thus there is warning of his intention to stop. Surely any experienced rider worth his salt can spare a touch for the brake pedal just to show that he is using his front stopper?

Witney, Oxon.

"SHOOTING STAR."

Winter Enjoyment

Keeping the Ears Warm: Fun in the Snow

MAY I comment on a couple of remarks made by Mary Carmichael in your issue for January 30? First, for anyone, male or female, who wishes to keep their ears warm in winter and their skulls safe, there is a simple and inexpensive method. Merely obtain a fairly fine woven wool scarf, place it over the head and cross the ends over or under the chin as desired; a helmet placed on top will then keep the scarf quite securely in position.

Secondly, riding in snow is, to my mind, great fun, especially for anyone who cannot afford to take up trials riding! It therefore greatly amuses me when some otherwise tough and keen male friends admit that they put their machines away at the first sign of a little snow or ice. Given time in which to get to my destination, I thoroughly enjoy riding under snowy conditions but, I must add, only on my own machine: no one could persuade me that small bikes are either more economical or safer. Give me a broad tank between my knees, a well-sprung dual-seat and 500 c.c. of engine and I am quite happy whatever the weather—the wilder the better.

Birmingham, 21.

AUDREY WILSON.

Saddle Height

Where Are All the Adjustments of Yesteryear?

MANY other riders, I am sure, besides myself must have been amused by "Shorty's" suggestion (January 23) of smaller wheels to reduce saddle height. Presumably, bigger wheels would be available for taller riders! It does seem amazing that this



"Confidentially, old man"



Soviet women at wheel—and on snow at that! This picture shows the start of a traditional women's race organized by the Voroshilov Club and, starting from a Moscow station, held over a distance of approximately 12 miles

height business should be such a problem. Recently, after trying a friend's machine, I told him that I found it too high, too wide and too heavy. Not so many years ago machines could be obtained with saddles, handlebars and footrests that really could be adjusted up and down, backward and forward to suit almost any rider. But, of course, since then we have made "progress."

Bexleyheath, Kent.

A. G. JEAL.

A.C. Generator Equipment

Does Any Aircraft Employ Coil Ignition?

YOUR correspondent, "New Fangled" (January 30), in proclaiming that A.C. generator equipment wins "hands down" over a magneto and dynamo, states: "Reliability of a component is of greatest importance to a motor cyclist." I think, for obvious reasons, reliability is of even greater importance to aircraft. Can he name any aircraft that uses coil ignition? Liverpool, 14.

"NERVOUS."

Speeding Offences

A Witness Recounts the "Red Dommy" Affair

IN reply to D. Clark (January 30) and others of your correspondents in regard to "Red Dommy's" letter (October 31 last), I must write this because I think some people may imagine that "Red Dommy" has not related the facts. You see, it was I who told him about the way the police car followed him, as I will explain.

The day he was caught for speeding I was riding along with him. He was taking it easy to enable me to keep up with him on my two-fifty B.S.A. We were travelling on a long, straight and wide road which was level at first, then climbed a hill and levelled out again round a corner to a cross-roads controlled by traffic lights. My machine would not take the

hill so easily as the Dominator and I was left a little way behind. A car just started to pass me with only its side lights on. Someone behind flashed all his lights on and off, and I saw that the car which had just passed me had its police sign unlit. As I came over the brow of the hill I saw "Red Dommy" going through the traffic lights, but before the police car got there they changed to red. The police promptly illuminated their sign and went through with the lights at red. When the police stopped him I was hot on their tail, and I stood waiting. The policeman's spelling was terrible, as "Red Dommy" said, but what he did not say was that the policeman wrote his number down wrongly, so he could easily have read the police speedometer to suit his own purpose.

If there are any cribbers, I may say that I am the son of a policeman.

"GALLANT 250."

Cliviger, Lancs.

Spare Parts Supply

Manufacturers Also Must Play Their Part

HEARTY congratulations on your leading article entitled "Shopping for Spares," published on January 30. You certainly hit the nail fair and square on the head and it is to be hoped that those to whom your remarks apply will, in future, follow the advice given. If, at the same time, British manufacturers will improve their spares supply to the trade, dealers will begin to get back some of the goodwill and customer confidence which has been lost over recent years through suppliers being out of stock for long periods.

GEORGE EIGHTEEN.

Reading.

(General Manager, Great Western Motors).

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address

Q U E S T I O N & A N S W E R

IGNITION CUT-OUT

MY PARALLEL TWIN is fitted with an ignition cut-out button mounted on the end of the contact-breaker cover. Pressing the button now fails to stop the engine. Can you enlighten me as to what might be wrong?
S. W. MURPHY
Manchester.

There are three possible causes: dirt or grease between the contact-breaker cover and the body of the magneto; a poor connection between the button and the contact breaker itself; a dirty, distorted or burnt earth brush (this brush is located in the magneto body, secured by a screw, and makes contact with the armature).

LEARNER SUPERVISION

AS A LEARNER on a sidecar outfit I realize that I must not take the outfit on the road unless accompanied by a qualified driver. Therein lies my problem. One of my father's friends who drives a car and used to ride motor cycles years ago is willing to help me out occasionally on a Saturday afternoon, but he has never passed a driving test. Does that mean that he is not legally qualified to accompany me?
L. R. WILSON
Chester.

Since your father's friend drives a car he must hold a current driving licence. If he has never passed a driving test he must have held a licence before 1 April 1934. Bearing in mind that he used to ride motor cycles it is probable that his present licence covers motor cycles (group G) as well as cars (group A). Almost certainly you will find that he has an all-groups licence. As long as it covers group G he is legally competent to supervise you. The law's requirement is that the supervisor must (a) hold a current licence (not a provisional licence) to drive the class of vehicle in question and (b) have held such a licence for at least two years or have passed the driving test.

MISTED GOGGLES

IN COLD and wet weather I am usually troubled by misting-up of my goggles. Is there any means whereby this bother can be prevented or, at least, minimized?
Chingford, Essex. S. T. SIMPSON

Several special demisting preparations are available, one of which is almost certain to be obtainable from your local

EVER since *The Motor Cycle* was founded over half a century ago, helpfulness has been the keyword. The Editor and staff have always been pleased to answer readers' queries and to offer whatever advice they could on their pet subject—motor cycles. The thousands of inquiries sent each year are dealt with through our Technical Information Department which has at its disposal a vast range of reference material.

Today we publish—together with the answers—a brief selection of questions received during the past few weeks. Further selections will appear from time to time. Only a very limited number can appear in print and our practice of replying by post continues, irrespective of publication.

The free-information service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped, addressed envelope for the reply.

accessory stockist. As well as treating the insides of the lenses, it is a good plan to repeat the process on their outsides; then, instead of settling on the lenses in the form of blobs, rain will spread into a thin film which can be seen through quite easily. Should you have difficulty in obtaining a demisting compound, an excellent substitute is to smear the lenses with a strong solution of household deter-



gent. The solution should be allowed to dry, after which the lenses should be polished with a soft, dry cloth.

CHAIN WEAR

A ROUGH-AND-READY method of assessing chain wear, I know, is to pull the chain away from the sprocket. However, what is a more accurate way of determining when a chain should be replaced?
K. ASPDALL

First soak the chain in petrol or paraffin and brush all foreign matter from between the rollers and links. Next, lay the chain on a clean board, secure one end and push the other end towards it, making certain that the chain remains flat; measure the length. Next pull out the chain and measure the new length. An eighth of an inch of wear per foot may be ignored; if a quarter of an inch per foot is present, a replacement chain is necessary.

The sprockets should also be checked for hooked teeth, ovality and distortion. If the sprockets are in poor condition they will quickly wear out a new chain.

GEARING

A FRIEND and I have similar models, five-hundred singles, but he fits a sidecar to his in the winter months and has an engine sprocket two teeth smaller than mine. In solo trim, with the sidecar gearing, his machine is naturally quicker off the mark but I cannot understand why it should also have a higher maximum speed. Can you explain please?
Cambridge. A. F. WHATMORE

Most motor cycles are deliberately overgeared by the manufacturers to reduce the engine r.p.m. at cruising speeds; this applies to both solo and sidecar gearing. It serves the secondary purpose of making it almost impossible to over-rev the engine in top gear except in very favourable circumstances.

A small degree of overgearing can thus be beneficial but if overdone, as it is in some instances, it results in a loss of maximum speed and top-gear tractability. You will probably find that, except with a

strong following wind or a downward gradient, your model is almost as fast in third as in top—a sure sign of marked overgearing.

Your friend's machine is probably either correctly geared for maximum solo performance (but rather too high for sidecar work) or slightly undergeared; in either case it will be considerably faster in top than in third. If you fitted an engine sprocket with one tooth less than standard you should enjoy improved docility and maximum speed, though at the expense of slightly higher cruising r.p.m.

SUPER FUELS

I HAVE a 1957 Shooting Star twin which I have been running quite successfully on premium-grade fuel. What improvement in performance could I expect if I changed over to one of the 100-octane fuels on the market?

R. L. GOWER

Bearing in mind that the compression ratio of your machine is 7.25 to 1, it is doubtful whether you would gain any noticeable improvement in economy, acceleration or maximum speed by using 100-octane petrol. The super-quality fuels are primarily intended for use in engines with compression ratios higher than about 8 to 1 and which, when run on premium petrols, are prone to pinking.

LIGHTING PUZZLE

THE MILLER electrical equipment fitted to my machine has a cartridge-type voltage regulator mounted atop the dynamo. Recently the ammeter has shown no charge, even at high speeds. The fitting of a replacement cartridge failed to produce a charge. It has since been tested by a service agent and found to be working perfectly. On completing the electrical circuit minus the cartridge an eight-amp charge was obtained. No part of the equipment had been disturbed for over a year apart from the fitting of a replacement cover for the regulator just before I noticed the lack of charge. Can you help me to solve this mystery?

M. B. DACRE

It seems likely that you have omitted to replace between the cover and the regulator the sheet of insulating material. The insulator is supplied to prevent the cover from making contact with the cartridge securing clip and causing a short circuit.

HORSE-POWER

I UNDERSTAND that the continental horse-power unit for measuring engine output is smaller than the British unit, and to judge by some of the claimed outputs this seems very likely. How do the two units compare?

D. RICHARDS

Blackpool.

The D.I.N. (German standard) or metric horse-power is equivalent to 0.9863 of the British horse-power, or 32,559ft lb/min against the British 33,000. The

difference is thus less than 1½ per cent—perhaps ¼ h.p. on a good 250 c.c. engine—and so can be ignored because such things as the presence or absence of intake or exhaust silencing when power is being measured would have a far greater effect.

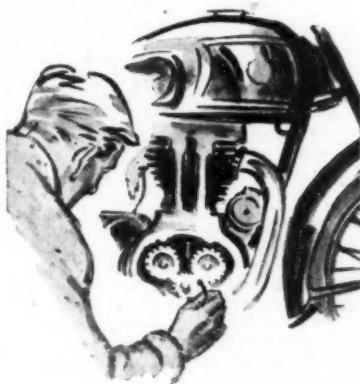
LAPPING A PINION

HAVING FITTED a replacement crankshaft pinion to my engine, I find there is a tight spot once each revolution of the crankshaft owing to the pinion meshing too deeply with the cam wheel. The makers suggest lapping as a remedy. What is the procedure, please?

V. H. SYMES

Chelmsford.

The tightness is probably due to a slight eccentricity of the pinion or shaft and a little careful lapping should put



matters right. A suitable compound may be made by diluting a small quantity of fine-grade valve-grinding paste with engine oil. The mixture should be smeared thinly on the flanks of the pinion teeth which mesh tightly and the crankshaft rotated back and forth through the tight spot.

Preferably the cylinder head and

cylinder should be removed; if not, the sparking plug must be taken out. Rotate the crankshaft by means of the connecting rod or by a spanner on the engine-sprocket retaining nut. Should the cam-wheel spindle not be supported at its outer end by an outrigger bearing, the timing-chest cover must be fitted to hold the cam wheel in correct alignment during lapping. After a few oscillations, the crankshaft should be rotated one revolution and the lapping repeated with the pinion in mesh with the opposite side of the cam wheel.

Periodically the lapping compound should be washed away and the meshing checked in both positions with the teeth dry. When the necessary freedom has been achieved it is essential to remove all traces of abrasive with petrol. The teeth should be oiled on reassembly.

BALL BEARINGS

WHEN REPACKING the cup-and-cone bearings of the wheels of my secondhand two-stroke I found that, with the balls correctly positioned, there was just sufficient room for one more ball in each cup. Is this correct?

P. V. DENRY

Farnham, Hants.

The balls should not be tightly packed and the addition of one more than the number found in the races would result in overcrowding and, possibly, chipping of the balls or pitting of the cups and cones. The spares list should indicate how many balls are required in each bearing.

LAW ON SPEEDOMETERS

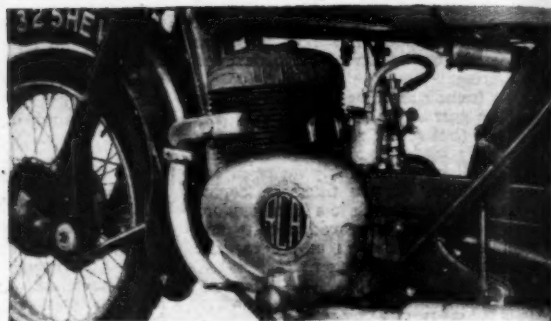
I HAVE bought a pre-war lightweight which is not equipped with a speedometer. Am I required by law to have one?

K. P. JAMES

If the machine was first registered before 1 October 1937 there is no need to fit a speedometer. If the engine capacity does not exceed 100 c.c. a speedometer is not required regardless of the date of registration.



Airflow and Gravity



The engine which enabled the comparisons to be made—the 349 c.c. RCA is here installed in the Greeves frame

Interesting Performance Comparisons of the RCA Engine in a Motor Cycle and in a Car

By ALAN BAKER

ONE of the most exhilarating advantages of the motor cycle over the car, particularly in present-day traffic, is its livelier acceleration. That, of course, is a product of a more favourable power-to-weight ratio. On the debit side, however, the poor aerodynamic shape of the normal two-wheeler is evident in relatively inferior high-speed performance and a much more rapid increase in fuel consumption with speed than applies to a car of modern, low-drag form.

To what extent is the gain on the swings of acceleration lost on the roundabout of high drag? An unusual opportunity of assessing this balance came my way in the form of the RCA engine, that very promising 349 c.c. parallel-twin two-stroke designed by Peter Hogan. In Vic Willoughby's article discussing the performance and behaviour of the engine in a Greeves frame (*The Motor Cycle* for January 30) it was stated that the unit had previously been installed in a Berkeley car. It was with the Berkeley that Peter Hogan and I obtained a set of performance figures for comparison with those subsequently provided by the motor cycle.

The Berkeley is a very small, light sports car of polyester/glass construction and normally powered by a 328 c.c. Excelsior engine (also a parallel-twin two-stroke, of course) similar to that in the new Super Talisman S8. The open two-seater body presents a very small frontal area and has excellent aerodynamic shape, save that the cooling air which enters the large intake in the nose has to follow a rather devious path to reach its outlet. Overall length, width and height with hood raised are 10ft 3in, 4ft 2in and 3ft 6in.

A reversing Siba Dynastart was fitted to the engine for use in the car only and in consequence it was possible to utilize the same gear box in both vehicles; internal ratios were 1, 1.3, 1.71 and 3.11 to 1. The overall gearing in both forms was calculated on the basis of speeds it was thought should be attainable without too much help from wind or gradient

—70 m.p.h. for the car and 80 m.p.h. for the motor cycle. The respective overall ratios to achieve these speeds at peak r.p.m. (between 5,900 and 6,000) were 5.29 and 5.74 to 1. (The car, of course, was fitted with smaller-diameter wheels.) At the respective mean maxima of 67 and 76 m.p.h., the car and motor cycle r.p.m. were 5,720 and 5,700, and at the highest one-way speeds (71 and 78 m.p.h.) they were 6,070 and 5,850.

For obvious reasons the exhaust system could not be identical in each case but it was similar and employed the same pattern of silencer (which, unfortunately,

absorbed more power than a silencer specially designed to suit the engine). In all other respects the power unit was unchanged from one set of tests to the other and the same stretch of road was used.

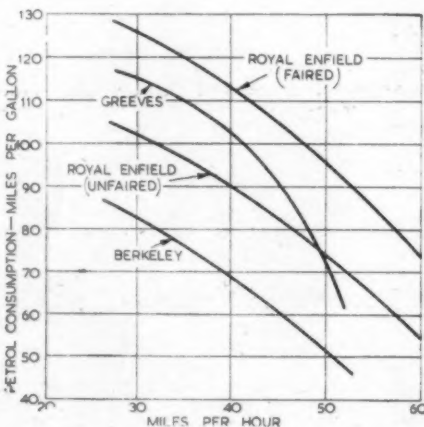
Because of the amount of traffic on the road and the restricted visibility with the hood raised (like most open sports cars, the Berkeley is appreciably faster with the hood up) it was decided that I should sit alongside Hogan and operate the stopwatch. A gusty half-gale was blowing obliquely across the measured quarter-mile and rain fell unceasingly.

It is difficult to assess how much better the Berkeley would have performed without the weight of a passenger and under the same conditions as Willoughby had for his figures (dry, cold and a fresh cross breeze) but my guess is 2 to 3 m.p.h. on mean maximum speed, perhaps a second off the standing quarter-mile time and from 2 to 5 m.p.g. more depending on the speed. We covered two flying quarter-miles in each direction. These were followed by two standing quarters each way and finally the three two-way fuel-consumption runs. The figures obtained are given in the table.

It is appropriate to mention here that when Willoughby tested the Greeves he wore his usual plastic suit and overboots and for the flying quarters adopted as much of a racing crouch as possible. For the standing quarters he crouched but did not get right down to it. When checking fuel consumption he was normally seated. Study of silhouettes prepared from the head-on photographs suggests that, allowing for perspective, the frontal area of the Greeves is about a third that of the car when the rider crouches and about half when he sits up.

From the laden weights quoted in the table (two-up in the case of the car), the lb per c.c. figures are 3.05 for the car and 1.44 for the

	Berkeley	Greeves
Mean maximum speed	67 m.p.h.	76 m.p.h.
Fastest one-way run	71 m.p.h.	78 m.p.h.
Standing quarter-mile	24.1 sec	19 sec
Speed at end of quarter-mile	59 m.p.h.	69 m.p.h.
Petrol consumption (24 to 1 mixture):		
30 m.p.h.	80 m.p.g.	110 m.p.g.
40 m.p.h.	66 m.p.g.	104 m.p.g.
50 m.p.h.	50 m.p.g.	68 m.p.g.
Laden weight as tested	1,063 lb	502 lb



Above left: Tabulated test data for the two vehicles. Left: Fuel-consumption curves of motor cycle and car, together with those of the 346 c.c. Dreamliner Royal Enfield in faired and unfaired form

Studies in frontal area and drag: the motor cycle has a frontal area about half that of the car when the rider sits normally and about one third when he crouches



motor cycle—a ratio of over 2 to 1. However, the difference in overall gearing and in tyre rolling diameters gives about a 14 per cent advantage to the car in gross thrust at the rear wheels. If from this the rolling resistance (about 2 per cent of the weight for machines of this type, irrespective of speed) is deducted we have the net thrust available for acceleration and for overcoming air resistance; this net thrust still favours the car—but by a smaller amount.

When air drag is low enough to be unimportant—say, at peak torque in bottom gear—dividing the net thrusts by the weights gives a measure of the relative acceleration potentials. That of the two-wheeler works out at almost twice that of the Berkeley—the actual ratio between them I calculate to be 1.93.

On that basis the initial acceleration of the Greeves should be something like twice that of the car. But air resistance increases as the square of the speed and soon begins to make itself felt. Certainly it is appreciable at 30 m.p.h. As the speed rises the unstreamlined motor cycle's superiority in accelerative thrust diminishes at an increasing rate—in spite of the fact that in the higher gears the net-thrust/weight comparison becomes slightly more favourable to the two-wheeler; in top gear it is up to 2.06. The reason for the increase is that the gross rear-wheel thrust at a given engine speed is proportional to the gearing reduction; and the higher the gear ratio in use the larger the proportion of that thrust which is absorbed in overcoming the constant rolling resistance.

The manner in which the greater air drag of the motor cycle came into effect is clearly demonstrated by the figures recorded for the standing quarter-mile. Although, as already indicated, the Berkeley's acceleration off the mark was probably little over half that of the Greeves, the car's time was the greater by only 27 per cent, while its speed at the end was lower by barely 15 per cent. The maximum speeds recorded continue the theme

respective advantages in consumption returned by the motor cycle amounted to 38, 52 and 30 per cent. That the 30 m.p.h. percentage is not higher is due to the occurrence of four-stroking, and consequent fuel wastage, whenever the Greeves' throttle was eased. By 40 m.p.h. the running was clean.

It is a pity that weather and traffic combined to preclude our obtaining a consumption figure for the car at 60 m.p.h., since a comparison at that speed would have been particularly interesting. To judge by the rapid convergence of the curves, the motor cycle would have had only a small margin in hand—certainly not more than 15 per cent. But even without that fourth consumption rate, it is clear that as the speed rises the bogey of bad aerodynamic shape reduces more and more the economy advantage of the motor cycle.

My personal reaction after working through all the data acquired was, "Thank goodness for the good power-to-weight ratio but why cannot we have the best of both worlds?" That sent my mind back 15 months to the M.I.R.A. tests of our Royal Enfield Dreamliner and of the remarkable all-round improvement



of a diminishing advantage: on mean maximum the car lagged by 12 per cent and on the fastest one-way the difference was down to 9 per cent.

On the basis of the very approximate frontal areas, the fastest one-way speeds and the net thrust figures referred to earlier, the drag-coefficient ratio of car to motor cycle is about 0.42 to 1. In other words, the motor cycle is less than half as efficient aerodynamically, even with the rider lying down.

Although the car fuel-consumption curve looks reliable, I am less happy about that for the Greeves because of the unexpectedly low 50 m.p.h. figure. However, Willoughby reported a spell of unusually heavy traffic during that run; and that, coupled with the onset of darkness, resulted in appreciable throttle-setting variations to keep the speed constant. It would not be unreasonable to expect at least 5 m.p.g. more under better conditions. At 30, 40 and 50 m.p.h. the

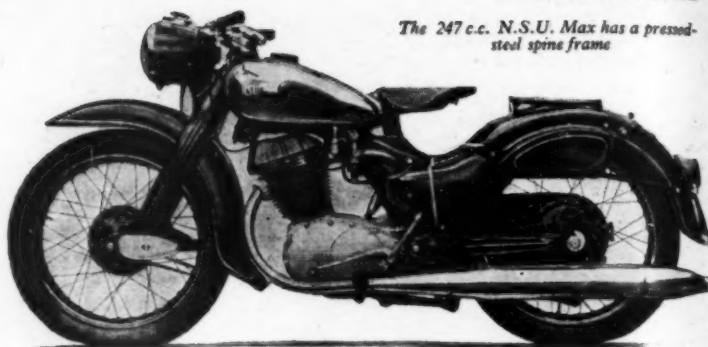
resulting from the enclosure. For interest I have plotted the consumption graph for the Greeves and the Berkeley on the basis of a gallon of petrol and not of petrol, and to it I have added the Buller's thirst record in both faired and unfaired forms. The fairings made the unexpectedly large improvement of 23½ per cent at 30 m.p.h. and at 60 m.p.h. the gain was 34½ per cent—in other words, the rising-speed sacrifice had been substantially reduced. And in spite of the extra weight, acceleration over the standing quarter-mile as well as maximum speed were improved, the latter by no less than 11 per cent.

Dolphin-type fairings for roadsters were the subject of a leading article in our issue for February 6. While such fairings would almost certainly be less effective than full frontal streamlining with a faired tail, they should be capable of improving appreciably the penetration of both machine and rider.

For New Riders

Part Eleven

Frames



The 247 c.c. N.S.U. Max has a pressed-steel spine frame

THE backbone of a motor cycle, scooter or moped is the frame which, of course, bridges the wheels and provides a mounting for the engine, gear box and other components. Three main types of frame construction are employed at present. Most common is the frame composed of steel tubes although, in

recent years, there has been a marked swing towards frames of composite tubular and pressed-steel construction and even to frames made entirely of steel pressings. Application of the last-mentioned method of construction has so far been chiefly to mopeds and scooters. However, there are one or two well-known foreign manufac-

turers of motor cycles who have pinned their faith to the pressed-steel frame.

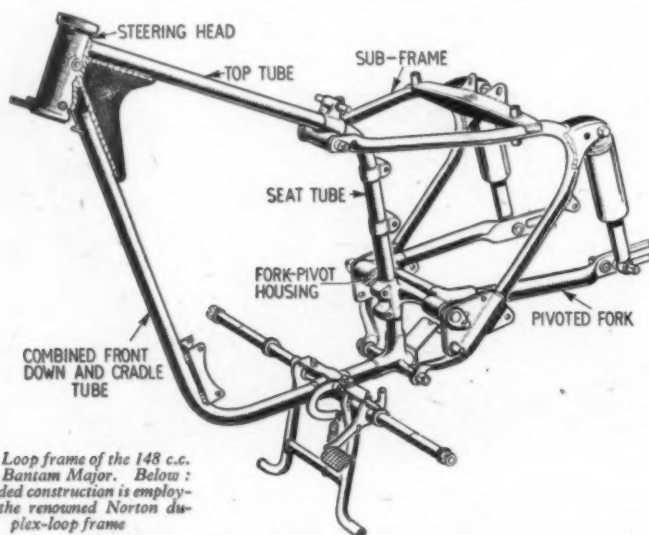
There are three methods of joining the tubes of a tubular frame, namely, brazing, welding and bolting. Until comparatively recently practically all joints were made by means of forged-steel or malleable cast-iron lugs into which the tubes were brazed. Brazing entails heating the joint to a bright red and filling it with molten bronze.

Nowadays a great many frames have welded joints which, because the heavy lugs are dispensed with, afford a considerable saving in weight and are equally robust. Often the less highly stressed tubes are bolted together, in which case the end to be bolted is clenched sufficiently to enable a flat steel insert to be placed in position, whereupon the tube is further clenched on to the insert and drilled to receive the bolt.

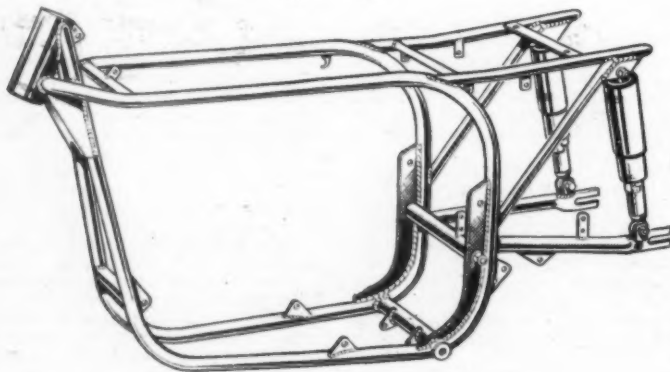
In its simplest form, a motor-cycle tubular frame consists of four main members. At the front, sloping at an angle of approximately 30 degrees from vertical, is the steering head, a short, large-diameter tube or lug which supports the steering column of the front fork. The steering column is carried in two ball thrust bearings—the steering-head bearings—positioned one at the top and one at the bottom of the steering head.

Joined to the steering head are two tubes. They are the front down tube which sweeps diagonally downward and rearward to a point immediately in front of the engine, and the top tube which extends horizontally rearward to the saddle. Fourth member is the seat tube which projects downward from the saddle end of the top tube to a point just behind or in front of the gear box.

Before rear springing became general, the rear-wheel spindle was carried by two pairs of tubes which projected rearward from the top and bottom of the seat tube and met at the spindle. The upper tubes were known as the seat stays and the lower tubes were termed the chain stays. In the case of plunger springing these tubes support the plunger housings. Where pivoted-fork rear springing is employed the fork pivot in many instances is attached to the rear of the seat tube. Usually of welded, tubular construction, the fork may pivot on rubber or phosphor-bronze bushes or taper-roller bearings. Chief advantage of the rubber bush is that it needs no lubrication. Rearwardly



Above: Loop frame of the 148 c.c. B.S.A. Bantam Major. Below: All-welded construction is employed for the renowned Norton duplex-loop frame



extending loops bolted, welded or brazed to the top and bottom of the seat tube support the upper ends of the shock absorbers.

The engine is mounted between two pairs of steel plates known as the engine plates. One pair is bolted to the bottom of the front down tube and the other pair to the bottom of the seat tube. The rear plates also form a mounting for the gear box.

It will be noticed that the engine crankcase forms the link between the lower ends of the seat and front down tubes. Such a frame is termed a diamond frame because its main members form roughly an inverted triangle.

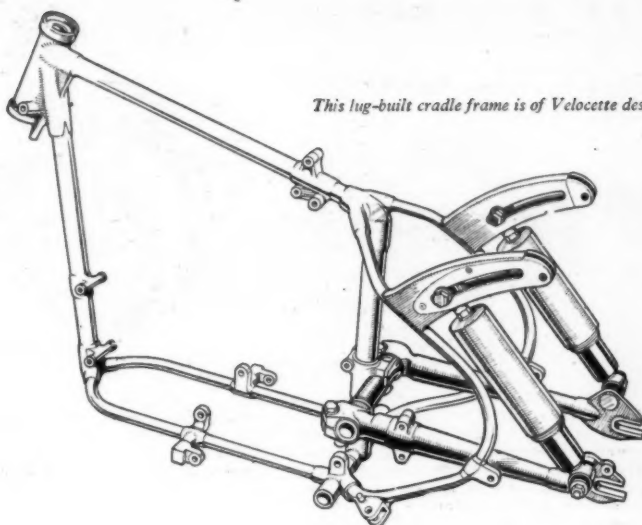
There are several other types of motor-cycle tubular frame. Most common is the cradle frame in which the lower ends of the seat and front down tubes are linked by either a single tube or two substantially parallel members placed side by side. A variation of the cradle frame is the loop frame in which the front down and seat members are formed by a single tube which loops under the power unit. Yet another variation, employed more particularly for medium- and large-capacity machines is the duplex-loop frame. This design, as its name suggests, has two front down tubes which continue beneath the engine and sweep upward to join the rearward end of the top tube.

Possibly the most famous duplex frame of all has twin top members as well as duplicated front down, cradle and seat components. Further, all four functions are performed by two tubes which run downward from the top of the steering head, rearward under the engine and gear box, upward under the seat then forward to join the bottom of the steering head.

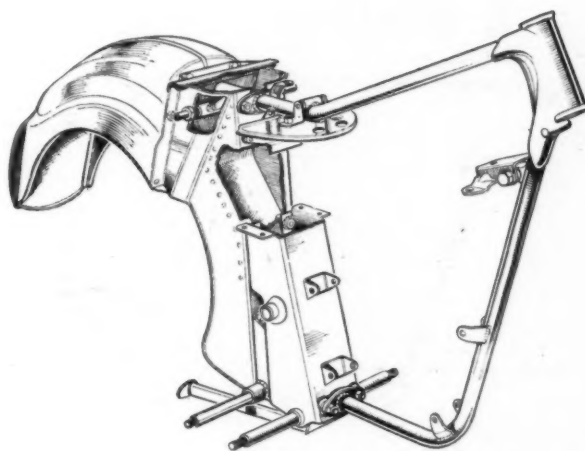
In recent times one of the major trends in motor-cycle design has been towards a general improvement in appearance, achieved in a number of cases by concealing such ugly components as the battery and air filter by means of shapely pressed-steel panels bolted to the rear part of the frame. An answer to the problem of providing a degree of enclosure with minimum extra weight lies in the composite tubular and pressed-steel frame. Essence of this method of construction is that steel pressings replace the tubes which support the seat, rear mudguard and rear shock absorbers and in some designs extend rearward to form the mudguard. Such pressings are described as being stress bearing.

From the composite frame it is but a step to a frame constructed entirely in pressed steel. Most pressed-steel frames are of spine type. That is to say, the frame comprises a single beam-type member which extends rearward from the steering head to support the seat and sweeps downward behind the engine-gear unit. There are no front down or cradle members. The power unit is usually bolted to the frame at the cylinder head and at the rear end of the casting forming the crankcase and gear-box shell. Such a frame is usually fabricated from a number of pressings welded together.

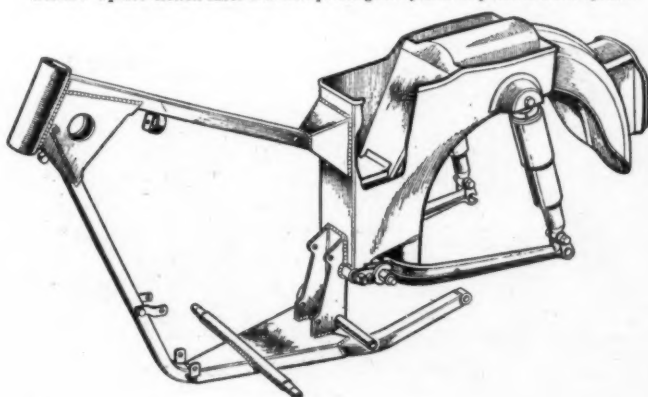
The majority of scooters have tubular frames to which the bodywork is bolted.



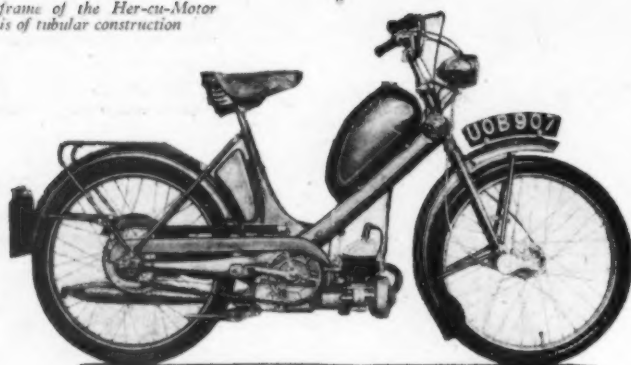
This lug-built cradle frame is of Velocette design



Above: A frame of tubular and pressed-steel construction—that of the James Commodore. Below: Square-section tubes and steel pressings are features of this D.M.W. frame



The spine frame of the Her-cu-Motor moped is of tubular construction



To enable the design to have a flat floor the frame main member is usually a single large-diameter tube which sweeps sharply downward from the steering head and then runs in a horizontal plane to

terminate at a point below and just rearward of the engine which may be bolted to lugs or plates welded to the main tube. Support for the rear bodywork and suspension may be furnished by an upward

THE MOTOR CYCLE

and rearward continuation of the main tube or by a tubular sub-frame welded to the main member. Weathershield and platform are bolted to mounting brackets brazed or welded to the steering head and main tube.

Some scooters are constructed entirely in pressed steel. Details of one particularly successful type are that weathershield and footboards are formed by a single pressing. To the pressing is welded an inverted U-section pressing which extends from the top of the weathershield and along the top of the floor to provide a mounting for the engine-gear-transmission unit. The rear bodywork is made up from a number of pressings welded to the U-section member.

PART 12

Next week's article will conclude this series. The subject will be bearings. Various types of plain, ball and roller bearing will be described and their respective uses explained

A Minibike Restyled

Ingenious Conversion to Scooter Form With Simple Hand Tools

WHEN one has ridden a machine for a year or two there may come a time when its faults seem unduly intrusive: the honeymoon novelty has worn off and long-standing affection has not had time to develop. At that stage one may be tempted to reconstruct the machine according to one's own ideas, especially if one has the courage of V. Hogg of Accrington, in Lancashire. For Mr. Hogg rebuilt his Bond Minibike and now rides the workmanlike scooter shown in the photograph. The power unit is the one-two-five J.A.P. two-stroke.

The front end comprises the original front

mudguard split down the middle with four added panels in 18-gauge Duralumin, each curved in a single plane. Between each panel is a strip of rubber to prevent metal-to-metal contact and reduce vibration. The panels are fastened by 4B.A. screws and nuts and self-tapping screws and rivets will replace them after 20,000 miles.

The cowl thus formed is carried on a sub-frame of 1/2-in-diameter galvanized seamless conduit tubing anchored to a stiffened rear frame and further supported by two straight lengths of 1/2-in tube attached to the existing legshield bolts on the original frame beam. Each supporting tube is fastened to the sub-frame by a lap-over bracket in 16-gauge steel.

Luggage compartments at the rear are in 16-gauge aluminium and 1/2-in-diameter conduit frames anchored to a U-shape angle-iron stiffener round the rear wheel. New rear fork ends secured to the stiffener and combining horizontal and vertical slots permit wheel removal without splitting the rear chain. Luggage compartments have side doors of 20-gauge sheet metal using kitchenette hinges. It is possible to stow a safety helmet in either. Each door has two locks of the owner's design and requiring a very special

key! Front and rear bumpers are fitted, made from pieces of a light-alloy wheel rim from a bicycle.

Side panels are of 16-gauge aluminium and each is secured by one quickly detachable screw. The right-hand panel has a petrol-tap-access opening fitted with a detachable lock-up door. The sparking plug can be changed through this opening even when the rider is sitting on the machine.

The original legshield-cum-footboards was moved 2 in forward for greater comfort. The modification meant that the centre stand (Mr. Hogg's design) could not operate as before, that is, by means of a return spring. The stand is now cable raised and falls by gravity when released, making it possible to bring the stand into use while sitting astride.

Originally the machine had a kick-starter but the new sub-frame prevented its replacement. So a hand lever was fitted but, owing to insufficient swing, a cold start is usually made by sitting astride and paddling the machine off, dropping in the clutch after a few yards. The hand starter always works when the engine is warm.

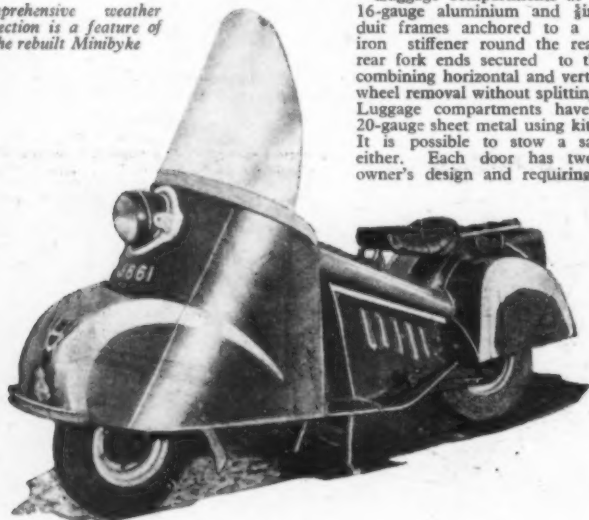
The engine can be taken from the frame without removing the front cowl and the fork grease points are accessible through the headlamp opening or by removing a small panel on the dashboard.

The entire reconstruction, apart from welding the centre stand and brazing stiffeners on the fork bridges, was carried out at home with simple hand tools. No power tools were employed. Work on the project was spasmodic. Mr. Hogg says he got down to it as the mood seized him and confesses that, had he known what he was in for, he would never have started it. But all handymen say that!

On the first test run the owner was enveloped in exhaust fumes because he had forgotten to provide an air intake at the front. That was quickly rectified by making an opening monogrammed with the letters V.H. The colour scheme is red and grey.

After 4,000 miles Mr. Hogg's verdict is that the weather protection on the move is excellent and the road holding so good that he feels that the weight distribution must be just right. The shortened handlebar is no disadvantage and he gets real pleasure from stowing parcels out of sight in containers that look like part of the machine. The centre of gravity is low and the saddle height only 24 in. One item remains to be done—enclosure of the rear chain.

Comprehensive weather protection is a feature of the rebuilt Minibike



C.S.I. Faces Facts

Formula 1 Events Next Year for Production Racers : World's 500 c.c.

Championships to be Abandoned in 1960 : Minimum Tyre Sizes

IF proposals made in Paris last week are accepted at the Spring Congress of the *Fédération Internationale Motocycliste*, Formula 1 racing will be introduced next year. Formula 1 machines will be production racers of the Norton Manx and A.J.S. 7R type. Another important recommendation is that 500 c.c. solo world's championships will be recognized for the last time next year. From 1960 the largest capacity class will be 350 c.c. and at the Autumn Congress in 1959 the matter of a further lowering of the maximum engine size—for application after 1960—is to be considered. The world's championships proposals are not intended to prevent organizers from staging events for larger-capacity machines. Thus the Senior T.T. in 1960 would be affected only in the sense that it would not be a world's championship race.

Subject to agreement on specification details, machines for sports-category racing will be regarded as in Formula 2. Vic Anstice, the A.C.U. member of the *Commission Sportive Internationale*, is to prepare the detailed draft of the regulations for Formula 2 machines for further consideration at the Spring Congress (Warsaw in April).

Racing machines of highly specialized type (Gilera and MV fours and Moto-Guzzi singles and eights) not sold to the public are to be classed as in Formula Grand Prix. Though not specifically dealt with at last week's meeting, it would appear that an organizer of an international race not counting in the world's championships can decide whether it shall be open to machines in Formula G.P. or Formula 1 and this decision will be a matter for the A.C.U. in relation to the Senior T.T. of 1960.

To qualify in Formula 1, machines as a type must be registered ("homologated") with the F.I.M. at a Spring Congress (applications in by February) or at an Autumn Congress (applications by July). At least 50 models

must have been sold to the public. Basically the machines must remain as produced by the manufacturer, but as the list of permitted modifications given below indicates, there is plenty of scope for changes in specification. Freedom of choice is allowed as follows:

(a) Make and type of carburettor (providing that "the area of the inlet to the cylinder" does not differ from standard). (b) Petrol and oil pipes. (c) Valve and ignition timings. (d) Compression ratio. (e) Sparking plugs.

(f) Gear ratios (but the type of gear box and the number of ratios must remain as standard). (g) Chains (if applicable). (h) Brakes. (i) Brake and clutch linings. (j) Exhaust system. (k) Footrests, handlebars (shape only), mudguards, tyres, rims and seat (or saddle), subject to general road-racing rules applying at the time. (l) All springs (engine, suspensions, etc.).

Apart from the items listed, no component may be other than of standard type and material as supplied by the manufacturer to the general public. It is, however, permitted to lighten the "standard moving parts of the engine and transmission provided that nothing whatsoever is added." If a lighting system is fitted, it may be removed. Streamlining is permitted provided it is in accordance with F.I.M. rules at the time.

Sidecar outfits are being regarded as in a distinct class and not within the terms of the three formulas envisaged.

All these far-reaching plans for road racing are to be submitted to national federations and also to the bureau of the international motor-cycle manufacturers' association and, as implied earlier, reactions will be considered at the Spring Congress. Obviously the point will be raised that the F.I.M. should maintain its promise to give manufacturers three years' notice of any major change in policy affecting road racing.

With application forthwith, minimum tyre sizes are stipulated for solos in international road races as follows: *Front wheels*.—Up to 250 c.c. machines, 2.50in section, WMO rim; 251-350 c.c., 2.75in, WM1; 351-500 c.c., 3.00in, WM1; 501-1,000 c.c., 3.25in, WM2. *Rear wheels*.—Up to 125 c.c., 2.50in, WMO; 126-250 c.c., 2.75in, WM1; 251-350 c.c., 3.00in, WM1; 351-500 c.c., 3.25in, WM2;

501-1,000 c.c., 3.50in, WM2. Minimum rim diameter is 17in.

Simple and comprehensive rules governing streamlining were formulated at the last Autumn Congress, but the final draft (published in *The Motor Cycle* for January 30) included minor amendments to which exception was taken in Paris last week. Therefore another specification has been issued and the full text is given on page 210.

It will be recalled that at last year's Belgian Grand Prix, Libero Liberati was excluded because it was then held that his change of machine at the start of the 500 c.c. race was contrary to the International Sporting Code. To avoid misunderstandings in the future, the Code is to be altered to make it clear that machines must be accepted into a closed depot before the start of a race at a time laid down in the supplementary regulations. Up to that time the clerk of the course may allow a change of machine providing the alternative is in the same capacity class and that the rider or driver has qualified on a machine of similar type and make to the one previously declared.

To avoid confusion it is hoped to standardize the colours of number plates and the following recommendations are to be made at the Spring Congress: 125 c.c. class, white numbers on a black ground; 175 c.c., white on red; 250 c.c., white on green; 350 c.c., white on blue; 500 c.c. and above, black on yellow; sidecar outfits (and three-wheelers), white on black.

A long discussion took place on a proposal from the Motor Cycle Union of Ireland that entries for international events should be sent direct to organizers and not through national governing bodies—the cumbersome and time-wasting system required at present. Finally it was agreed to amend the Sporting Code (Appendix F, Article 36) so that entries may be sent direct. However, the principle is that all entries have to be approved by a rider's national federation and it is likely that the system adopted will be that where there is any doubt the organizer will ask for confirmation from the federation concerned.

No progress has been made in solving problems of the supervision and timing of world's record attempts in the United States of America. The only development was a decision that officials shall be appointed by the F.I.M. (It is, therefore, concluded that, in future, neither the president nor any individual member of the C.S.I. will be empowered to appoint officials for world's record purposes.) The question of approving the U.S.A.C. timer (used for the Johnny Allen and Robert Burns records at Utah in 1956) is to be submitted to the Spring Congress. The technical committee of the F.I.M. has been requested to prepare a list of requirements for assessing the suitability of timing apparatus and for testing it with a view to approval.

Among detailed matters dealt with was approval given to the Canadian Motorcycle Association to organize a road race on the Watkins Glen Circuit in New York State (U.S.A.) on August 2; U.S. riders could take part providing they were issued with competition licences by the C.M.A. The A.C.U. obtained permission for the British Motor Cycle Racing Club to stage one or more national races during the Silverstone meeting to be held under an international permit on April 19.

Owing to the reduced number of Italian road races being held, Switzerland had found that the special permission for her riders to compete in national events in Italy is of very limited value. Hence the arrangement will now apply to France. (As no road races are held in Switzerland, her riders must be given the chance of competing elsewhere and thereby reaching a standard high enough for international fixtures.) The Club Trophy, formerly one of the awards in the International Six Days' Trial, is to be reclassified as the Coupe de l'Europe for the 250 c.c. class of the moto-cross championship of the world.

Will the F.I.M. accept the scheme for Formula 1 racing? This Snetterton picture shows a typical machine in the Formula 1 category—a Manx Norton



COMPETITION COMMENTARY By RALPH VENABLES

Footpath—or What?

Classification of Observed Hills Urged to Assist Organizers

FROM discussions I have had on the subject of footpaths and bridleways it is apparent that few club officials know which designations apply to their own observed hills. Asked whether such-and-such a section is classified as a footpath, bridleway or highway, the average clerk of the course will assume a confidential air and talk about a Roman road or an old coach road or just "a public right of way." Nothing could be more meaningless. Several stretches of Roman road appear as footpaths on the official Access to Countryside maps, and even if you were to bring Caesar's occupational army to support your case it wouldn't stop you being fined £50 for the improper use of footpaths and bridleways!

SIX years ago the draft maps relating to the National Parks and Access to Countryside Act were on public view. The idea was that people could lodge objections to any wrongful classification of public rights of way. "A Case for Immediate Action" was the title of an article I wrote on the subject in *The Motor Cycle* for 26 June 1952. But what action did motor cyclists take? Precious little! Now, of course, it is too late to have incorrect classification remedied until the maps come up for revision.

TO my certain knowledge, several organizers have recently ignored Section 12 of the 1956 Road Traffic Act and have taken a chance on including footpaths or bridleways in their trials. Quite apart from the risk of incurring a £50 fine, failure to obtain all necessary permission nullifies the A.C.U. permit (and when the permit goes, the insurance cover goes with it). Do many clubs run these risks knowingly? Probably they do not—but in law ignorance is no excuse. The time has come, I feel, for the Auto-Cycle Union to compile a complete list of all well-known observed sections up and down the country, showing the classification of each (footpath, bridleway or road). How invaluable that would be to organizers who simply cannot spare the time to visit council offices to inspect the official maps.

WHEN does a trial become a scramble? I am not thinking so much of time-cum-observation trials such as the "Scott" and the "Hurst" because they are not ordinary trials. What I am thinking about is the long timed section—perhaps several miles of it—such as used to be included in the Southern Experts' a few years ago. In a trial organized by the Greenwich Club the other week-

end there was a timed section embracing the whole of the Brands Hatch scrambles circuit; not surprisingly, three competitors were injured. At what point should the A.C.U. specify safety precautions and protective clothing?

A REQUEST from two angry trials riders: will I explain to some of their shameless and unambitious friends that novice status ends as soon as a rider has won any award in any trial (other than of closed-to-club status)? I am reminded of a visit to a young enthusiast who proudly showed me his collection of 12 awards. Half of them were for "best novice!" And a request from far more than two angry scrambles riders: will I point an accusing finger at the club which had an open-to-centre scramble scheduled for next Sunday on Pirbright Common? It appears that because of the increased W.D. land charges the club, quite reasonably, decided to cancel the meeting—but as I write these notes the would-be competitors had not been informed. Too late by then, of course, for them to enter elsewhere.

THE new charges for the use of Army land (from £1 15s to £10 for a trial, from £15 15s to £50 for a scramble) are causing wholesale cancellations in the South-Eastern Centre. This latest blow, coupled with the problem of footpaths and bridleways, looks like resulting in more road trials and semi-sporting trials coming into the calendar. Writing from

Petts Wood, Kent, on the old topic of unreliable watches in road trials which contain time checks, Eric Goatham mentions that at a recent rally staged by the M.G. Car Club competitors were supplied with sealed watches (against a £1 8s 6d deposit sent with entry fees—this money refunded at the finish when the watches were surrendered). The programme stated: "Seals for the watch cases are with the compliments of Sealsfast, Ltd., watches are by the kind co-operation of Ingersoll, Ltd."

GOATHAM goes on to give me the names of the men who would have been the Trials Star leaders for 1957 if petrol rationing had not decided the A.C.U. to waive the contest. From his figures, it appears that solo placings would have been John Brittain (346 Royal Enfield), 75½ points; Gordon Jackson (347 A.J.S.), 59; Roy Peplow (199 Triumph), 53½. And, for sidecars: Frank Darrieulat (499 B.S.A.), 42; Frank Wilkins (497 Ariel), 30½; Ken Robertson (498 A.J.S.), 27½. Good to see Peplow and Robertson so well placed in their first year of national trials. And talking of Roy Peplow—he is to receive the Pinhard Prize at the Midland Centre dinner at Smethwick on March 14. It will be presented by Harry Louis.

LAST Sunday, the Border Club experimented with the "carry your own observer's card" system in the Dragon Trophy Trial at Pirbright (the system which is used in Army trials nowadays and which I advocated in these pages several months ago). Most clubs seem to view with suspicion any such departure from normal practice, but it may well be that the example set by the Border Club will be followed by other organizers who are keen to get out the results quickly.

According to Eric Goatham, a reader, Roy Peplow would have finished third in the A.C.U. Trials Drivers' Star competition had it been held in 1957. Here is Peplow on his Triumph Tiger Cub in the John Douglas Trial in January. Last year was, of course, his first in civilian trials. Before that he had taken part in Army competitions while on National Service.



CASTROL WINS



COLMORE CUP TRIAL

Best Performance

J. V. BRITTAIN (ROYAL ENFIELD)

Runner up

J. V. SMITH (B.S.A.)

(Subject to official confirmation)



THE MASTERPIECE IN OILS

Armadrake LEADS!

Permaseal
The **NEW** impenetrable
Seam Welding
GUARANTEED
against leakage.



The perfect seaming of PVC motorcycling weatherwear has been discovered by Armadrake and named "Permaseal." This unique method fuses the two edges of PVC together into an inseparable bond as strong and impenetrable as the uncus material. The enduring efficiency of Permaseal seams enables the makers to guarantee Armadrake PVC Coats and Suits against any leakage due to pulling or parting of the seams.

INSIST on an Armadrake Permasealed PVC Coat or Suit.

IRON DUKE (Mark II) 2-piece Motorcycling Suit in heavy duty, fleece-bonded, Permasealed PVC. Complete £6/10/-.

IRONGARD Motorcycling Coat in heavy duty, fleece-bonded, Permasealed PVC £6/17/6.

LADIES' SIZES IN ALL MODELS

SEE THE ARMADRAKE RANGE
AT ALL GOOD MOTORCYCLE
DEALERS AND OUTFITTERS

Armadrake

REGD.

HAD last Saturday's national Colmore Trial been decided on observation alone, then Johnny Brittain's win would have been clear cut. He took his 346 c.c. Royal Enfield through the Cotswold hills above Broadway village for the loss of just one mark, against two marks dropped by John Draper (348 B.S.A.). But this year a new factor had to be taken into account—a four-mile dash against the clock over snow-covered tracks. Relatively slow passages through the timed section added a further six marks to Brittain's score and seven to Draper's but Jeff Smith (499 B.S.A.) used his scrambles skill to slither through without penalty and so tie with Brittain on overall marking.

In the end it was Brittain's better brake-test figure that brought him victory. Competition was also close in the well-supported sidecar class which Arthur Pulman (498 Matchless) won by four marks from Frank Darrieulat (499 B.S.A.). Organization was by Sunbac, now celebrating its 50th year.

A surprise for riders arriving at Broadway was that a swift thaw had cleared most of the snow from the Cotswolds, leaving the observed hills in prime condition. Treacherous roads elsewhere may



The man who completed the entire route for the loss of one mark on observation—Johnny Brittain emerges from Kineton. On the four-mile timed section he lost six marks

Brake-test Win

Colmore Cup Goes to Johnny Brittain (346 Royal Enfield)

Arthur Pulman (498 Matchless) the Best Sidecar

have accounted for the 19 non-starters, leaving 93 stalwarts to tackle the course.

First on the route came Saintbury Quarry where a number of oil drums directed competitors around the scattered boulders. Spectators watched Draper chuff his way upward with the engine turning so slowly that it seemed likely to stall at any second; but all was well. For Sammy Miller (497 Ariel) the opening

O-o-o-er! Peter Wraith (497 Ariel) appears unconcerned by the muddy adverse camber



section was less propitious, for a sudden stop lost him five valuable marks.

In the woods at the top of Fish Hill were two sections, the first a down-and-up horseshoe loop with a glutinous surface, the second a steep but straight-forward shale climb. Tim Gibbes (347 Matchless) performed the first part satisfactorily but lack of wheelgrip brought him to a standstill on the shale. A similar fate awaited the first half-dozen men, including Pat Brittain (346 Royal Enfield), but then followed a spirited foursome in Smith, Draper, Peter Stirling (346 Royal Enfield) and Cecil Sandford (497 Ariel), all of whom soared up at high speed.

For sidecars most of the bother lay at the horseshoe and all save Sam Seston (499 B.S.A.) came to a halt in one or more of the three sub-sections. Even more trouble was in store at Dovedale, which extracted ten marks from every outfit, and at Cordean where Frank Wilkins (497 Ariel) retired with a seized engine.

Hailstones, a new hill comprising a climb over mud-covered rocks, blotted many copybooks, particularly among the lightweight riders of whom Bryan Povey (201 James) alone was clean. Draper had a single dab and among those who footed through the first sub-section were John Giles and Roy Peplow (199 Triumphs) and Jack Simpson (197 Greeves). Brittain retained his clean sheet, as did Brian Martin (348 B.S.A.), Smith and Stirling

Camp was in easy mood but at nearby Scotts a short diversion at the foot effectively prevented riders from making a flat-out charge at the gradient. The exit from the loop to the track proper was on an awkward camber which caused many rear wheels to slide. Smith struggled valiantly to keep his machine upright but was forced to drop a foot. Stirling suffered the same fate but Draper made the hill seem like a main road, while further exemplary climbs were achieved by Peter Taft and M. P. Moss (499 B.S.A.s), among others who were successful or who made first-rate attempts.

Higher up the same track came Warren. There a similar preliminary loop caused Brittain to lose his only observation mark of the day. At Kineton, therefore, Martin led with a clean sheet while Stirling, Brittain and Smith were each debited with one mark. Guiting Wood extracted one mark each from Martin and Smith and three from Stirling, while Keepers Hill, in the final Jubilee Bank group of sections, brought a stop by Smith and a foot by Martin. But before Keepers was reached there had been that hectic cross-country timed section which upset many a rider's calculations; and though it did not, after all, affect the destination of the Colmore Cup it certainly decided the winners of the capacity-class awards.

Colmore Cup (best solo).—J. V. Brittain (346 Royal Enfield), 7 marks lost. Runner-up.—J. V. Smith (499 B.S.A.), 7.

Best Sidecar.—A. Pulman (498 Matchless), 40. Runner-up.—F. Darrieulat (499 B.S.A.), 44.

150 c.c.—W. A. Bell (Cotton), 56. 250 c.c.—B. P. Povey (201 James), 22. 350 c.c.—G. J. Draper (B.S.A.), 9. 500 c.c.—G. S. Blakeway (Ariel), 12.

First-class Awards.—P. T. Stirling (346 Royal Enfield), 9; B. W. Martin (348 B.S.A.), 10; R. J. Langston (497 Ariel) and S. H. Miller (497 Ariel), 17; D. G. Langston (347 Ariel), 18; G. L. Jackson (347 A.J.S.), 21; M. Dismore (346 Royal Enfield), 22; R. S. Peplow (199 Triumph), 27; P. Fletcher (499 Royal Enfield), 32; P. N. Taft (499 B.S.A.), 34; R. F. Kearney (348 B.S.A.), 35; S. T. Seston (499 B.S.A. sc), 48; A. J. Humphries (490 Norton sc), 48.

ON THE FOUR WINDS

BY "NITOR"

SOUTH OF PERTH

In his article in last week's issue Charles George strayed beyond the boundaries of the Trossachs into eastern Perthshire, Kinross-shire and Fife. I know these areas well and had George consulted me before making his trip I would have directed him to turn north in Kinross (which he approached from the Crook of Devon, in the west). After a few fast miles he would have reached the village of Glenfarg and, beyond that, on the way to Bridge of Earn, he would have encountered a glen as picturesque as almost anything else in Scotland. On the western side of the road the River Farg gurgles through a dell ideal for picnics. The spot is a favourite with clubs and individual enthusiasts in the area. If you make Scotland this summer take your wheels there if you can. And if, while you are there, you can seek out the Path of Condie and the villages Dunning, Forteviot and Forgandenny, you will enjoy one of the most pleasant runs I can recommend.

NO HARA-KIRI

The motor-cycle movement is booming in Japan. On my desk is a lavishly illustrated folder jam-packed with pictures of the All Japan Endurance Race staged over a six-mile lap on the Asama volcano last year. Though the course was loosely surfaced, the machines used were production racers permitting a full road-racing crouch. Many sported rudimentary fairings. I have no statistics but, judging from the pictures, there was a vast entry and a crowd of classic grand-prix proportions. All the machines were of Japanese manufacture though every one, without exception, looked as though it had been produced in one or another of the European factories. Rider discipline of the type enforced would go down ill with some British aces I know. Camps were shut away from prying eyes; runners were subjected to early-morning p.t.; they paraded (soldier-wise) in leathers for practice; and before racing they had to take an oath (presumably to fight clean). Done properly, that sort of thing can be extremely enjoyable. It all depends on the way in which it is done and on the psychological make-up of the individuals on the giving and receiving ends of the orders. Me, I prefer it our way.

CUT THE SALTING

Does salt laid on snow really achieve very much? Does whatever benefit it bestows offset the damage it causes to the enamel, chromium and cadmium plating and polished light alloy? My front-brake shoe plate, timing case, primary chaincase and rear-brake operating rod have all been badly pitted by the snow-dispelling efforts of the local authorities a week or two ago. A friend who uses a Standard Eight car over the same route as I is complaining bitterly about the corroded state of his chromium-plated hub plates. My previous machine sustained marks from salt in the earliest days of its life and the scars were still faintly visible when I sold it five years later. Yes, I realize I ought to know better; that if I cannot smear the bright parts with Vaseline before venturing on urban snow then I should see that the model is washed down immediately afterwards. But, you see, I am a motor-cycle journalist! And motor-cycle journalists lead such ill-regulated lives that



One of America's foremost enduro riders today is Roger White who won the 150-mile Big Bear Hare and Hounds Run last month. Here he is with his 649 c.c. Triumph. Note the twin, straight-through exhaust pipes

sensible precautions like these are not always possible. Pitted light-alloy covers will be with me, I fear, until my beard obscures the speedometer—or until Zeta's power is utilized to give Britain an Azores climate.

LEFT WELL ALONE!

"Leave well alone" was the theme of the second leading article in last week's issue. The picture of the pistons on page 207 is from H. R. Smith, a London enthusiast who adheres to that dogma more rigidly than any other enthusiast I know. His current roadster is a Triumph Thunderbird which has now clocked 54,000 miles. No work of note was carried out on the engine, he reports, until 50,000 miles had been covered. The head was lifted at that stage because oil consumption was becoming heavy. My correspondent further maintains that, before then, he had never once felt that decoking was necessary. At 32,000 miles the top half was stripped so that oil seals at the base of the pushrod tubes could be renewed; and the cylinder-head gasket was replaced at 39,000 miles. On neither occasion, however, was the carbon on either the piston crowns or cylinder head disturbed. You will note that the pistons are badly scored. Mr. Smith avers that the scoring was caused during the period of excessive blow-by (and hence when the oil was contaminated) though I have seldom seen scores so indicative of a seizure. At all events the cylinders have now been bored out to 20 thou oversize and new pistons fitted. The only other

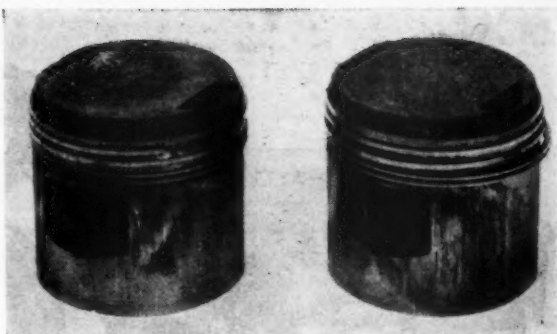
measurable wear, apparently, was in the exhaust-valve guides. In spite of Mr. Smith's mileage, most of which was covered at 60 to 70 m.p.h. and has embraced two trips abroad and one to Scotland, the timing cover has not yet been removed!

ON CONDENSATION

The selection of readers' queries on pages 196 and 197 reminds me that in pre-war years a fairly frequent inquiry concerned condensation in four-stroke engines. Riders who used their models in winter for short-distance work such as to and from factory or office were troubled by oil dilution—sludge formation—for which there was no easy remedy. The most common dodge was to keep the level on the low side and change the oil at frequent intervals. Since those days engine breathers have been improved to give better ventilation—and so reduce condensation—but the modern corrosion inhibitors in oils have played a big part in eliminating the damage that condensation causes. Now and again one hears of the condensation bother cropping up in two-strokes used regularly for pottering in cold weather simply because those engines never get hot enough for the condensate to be evaporated away. My postbag suggests that a likely remedy is to change to one of the special two-stroke oils with the required inhibitor.

SMALLER WHEELS

Writing in our correspondence columns on January 23, "Shorty" suggested that to bring down seat heights British manufacturers should try 17in-diameter wheels. He seemed to have forgotten that a fair sprinkling of British machines are already listed with smaller-than-average wheels; 16in on the Triumph Tiger Cub; 17in on the Triumph Twenty-One, Ambassador Envoy, Supreme Single and Supreme Twin and on the Royal Enfield Crusader 250; 18in on Francis-Barnett and most of the James models. Indian Brave models had 18in wheels years ago. This is a random list—there may be others. Nevertheless the point "Shorty" had in mind is right on the ball. Wheels smaller than 19in do offer a solution and are certain to become more popular



Above are the pistons referred to by "Nitor" in his paragraph entitled "Left Well Alone" on the opposite page. The carbon deposit was undisturbed over 50,000 miles

as new designs appear. A change from 19in to 17in may involve extensive frame modifications. My guess is that within a few years most motor cycles will have 17in wheels and most scooters 10in (maybe 12in?) wheels.

TWO-STROKE AMALS

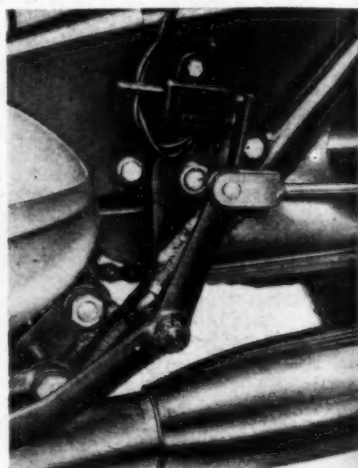
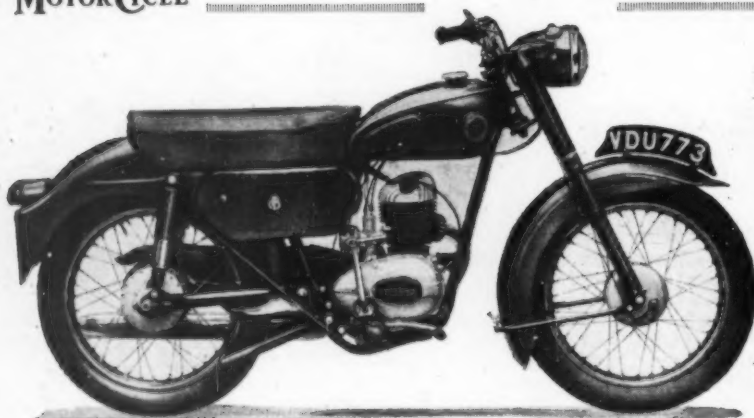
Several readers have written to ask whether the tuning hints for two-stroke carburetors, passed on by Alan Baker in his article published on January 30, apply also to Amal instruments. Amal-equipped machines include the B.S.A. Bantams and Dandy, Douglas Vespa, Piatti, Royal Enfield Ensign, Excelsiors with Tyseley-made engines and the James Cavalier with 171 c.c. A.M.C. engine. The larger A.M.C. and the British Anzani have, of course, the Monobloc which my boffin colleague dealt with on December 12. As regards the smaller Amal instruments, all save that on the A.M.C. have no pilot-jet system. Otherwise, tuning is identical with that of any other carburettor having an adjustable needle and a cutaway throttle slide.

And here, in the foreground, is a British visitor to the U.S. sampling typical hare-and-hounds going. He is none other than Associated Motor Cycles' sales director Jock West; tailing him is Vern Hancock, famous for his exploits on desert going. Both ride Matchless



THE
MOTOR CYCLE

ROAD TESTS OF NEW MODELS



An unusual feature is that the stop-lamp switch is operated by reverse linkage

197 c.c.

Francis-Barnett Falcon 81

Attractive Lightweight With Easy Handling, First-class Suspension and Excellent Braking

SINCE 1949, the name of Falcon in the Francis-Barnett range has identified the company's 197 c.c. models. But although the name has continued unaltered through the years the machines so designated have been steadily developed to keep in the forefront of lightweight design. A few of the modifications for the current year include the adoption for the rear springing of Girling adjustable shock-absorber units incorporating hydraulic damping, a handlebar which is narrower and carried farther to the rear than was the previous bend, domed covers for the brake plates and a smooth, tidy joint between exhaust pipe and silencer.

Lightweight though the 197 c.c. Francis-Barnett may be it has a man-size riding position. The seat and footrests are so placed in relation to each other that a comfortable knee angle results and the brake and gear pedals can be operated with ease. The footrests have serrated bosses and are mounted on a hexagonal bar, thus providing a useful range of adjustment. In delivery trim the machine was admirably tailored for a rider 5ft 10½ in tall and of average leg length.

Of sensible shape, the handlebar bend permits the hands and wrists to assume a natural, relaxed pose that engenders in the rider a feeling of confidence. The pivot blocks of the brake and clutch levers are non-adjustable and are integral with the handlebar but the levers are conveniently placed and only a moderate hand span was needed for their operation.

Weather conditions during the period of the test included both frost and snow, but no matter how cold the morning the engine invariably came to life at the second kick when the starting drill laid down in the handbook was followed: throttle one-quarter open, carburettor lightly flooded and strangler closed. The strangler is operated by cable from a handlebar lever and could be partly opened almost immediately after the engine had fired; within 100 yards the lever could be moved to the fully open position and dismissed from mind until it was required for the next cold start.

As with many two-strokes, the Villiers 10E engine ticked over slowly and reliably but somewhat unevenly; four-stroking was also present when the engine was running on light load but, given a sterner task, the unit pulled steadily and with a regular

beat. Gracing the Falcon is a long silencer that is most effective in operation. At small throttle openings the exhaust note was little more than a gentle, soporific drone; full-throttle work produced a greater volume of sound, unexpectedly deep but never obtrusive.

With the machine on the open road the engine made its presence felt by a slight tremor, detectable through the handlebar and footrests, at 42 m.p.h. in top gear and at equivalent speeds in the lower ratios. At all other speeds vibration was commendably absent and the Francis-Barnett hummed along with all the silkiness popularly attributed to a household sewing machine.

The clutch was light in action and freed cleanly. Gear changing was at all times certain and effortless and called for no conscious thought. Neutral was easy to find from either bottom or second gear and could be selected without trouble before the machine rolled to a stop.

In city streets the light weight and ease of control encouraged traffic threading, while on the open road the Falcon was perfectly content to cruise for mile after mile at two-thirds throttle and with 50 m.p.h. indicated on the speedometer. Inset in the headlamp shell, the speedometer is a Smiths magnetic instrument; a check showed that at 30 m.p.h. it read ¼ m.p.h. fast, at 40 m.p.h. the error was 1 m.p.h. while at 50 m.p.h. the reading was 1½ m.p.h. fast. Hills of a main-road nature brought only a moderate drop in speed but for more formidable climbs it was advisable to drop to second gear to maintain engine revolutions at a high level. Farlow Bank could be climbed mainly in second gear with bottom gear required only for negotiation of the two awkward hairpins and for the final few yards of 1 in 5 gradient.

Handling on all surfaces from muddy country lanes to snow-covered streets was first class. An excursion along a bumpy byway proved that the suspension characteristics are well chosen and that it was almost impossible to bottom either the front or rear fork. A stepped cam on each of the rear spring units affords a choice of three load positions. With the cam setting in the intermediate notch a heavily garbed, 13-stone rider was fully protected from normal road shocks.

SPECIFICATION

ENGINE: Villiers 197 c.c. (59 x 72mm) Mark 10E single-cylinder two-stroke. Roller big-end bearing; crankshaft supported in ball bearings. Flat-top, light-alloy piston. Light-alloy cylinder head. Compression ratio, 7.25 to 1. Petroil lubrication.

CARBURETTOR: Villiers S25 with twistgrip throttle control; detachable air filter; strangle operated by handlebar lever.

IGNITION and LIGHTING: Villiers flywheel magneto with lighting coils. Wastinghouse rectifier and Lucas 12-ampere-hour battery. Lucas 6in-diameter headlamp with pre-focus light unit employing 24/24 watt bulb; A.C./D.C. headlamp switch.

TRANSMISSION: Villiers three-speed gear box in unit with engine; positive-step foot control. Gear ratios: bottom, 15.48 to 1; second, 8.13 to 1; top, 6.07 to 1. Multi-plate clutch with cork inserts running in oil. Primary chain, Renold $\frac{1}{2}$ x 0.225in in oil-bath case; rear chain, Perry $\frac{1}{2}$ x 0.205in with guard over top and bottom runs. Engine r.p.m. at 30 m.p.h. in top gear, 2,450.

FUEL CAPACITY: 2½ gallons.

TYRES: Dunlop studded 3.25 x 18in front and rear.

BRAKES: 5in diameter front and rear.

SUSPENSION: Francis-Barnett telescopic front fork with hydraulic damping; pivoted-fork rear springing employing Girling adjustable spring units with hydraulic damping.

WHEELBASE: 49½in unladen. Ground clearance, 6½in unladen.

SEAT: Francis-Barnett dual-seat. Unladen height, 31in.

WEIGHT: 239 lb with approximately 2 gallon of petrol.

PRICE: £128. With purchase tax (in Great Britain only), £159 13s 7d. Stop-lamp switch, 16s 6d extra (plus 4s 1d purchase tax if supplied fitted to machine).

ROAD TAX: £1 17s 6d a year.

MAKERS: Francis and Barnett, Ltd., Lower Ford Street, Coventry.

DESCRIPTION: The Motor Cycle, 5 September 1957.

PERFORMANCE DATA

MEAN MAXIMUM SPEED: Bottom: 28 m.p.h.

Second: 48 m.p.h.

Top: 58 m.p.h.

HIGHEST ONE-WAY SPEED: 59 m.p.h. (conditions: light cross wind, rider bulky clad).

MEAN ACCELERATION: 10-20 m.p.h. 20-30 m.p.h. 30-40 m.p.h.

Bottom 2.8 sec

Second 5.0 sec 4.6 sec 5.2 sec

Top — 7.8 sec 9.0 sec

Mean speed at end of quarter-mile from rest: 48 m.p.h.

Mean time to cover standing quarter-mile: 30 sec

PETROIL CONSUMPTION: At 30 m.p.h., 133 m.p.g.; at 40 m.p.h., 99 m.p.g.; at 50 m.p.h., 70 m.p.g.

BRAKING: From 30 m.p.h. to rest, 33ft (surface: dry tarmac).

TURNING CIRCLE: 13ft.

MINIMUM NON-SNATCH SPEED: 18 m.p.h. in top gear.

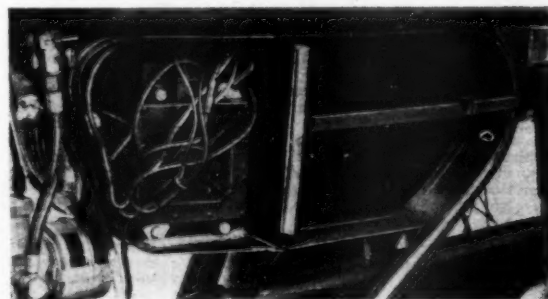
WEIGHT PER C.C.: 1.21 lb.

Both direct and rectified-current positions are available on the headlamp switch. With direct lighting the 6in-diameter headlamp produced a beam adequate for speeds of up to 40 m.p.h. and therefore useful in an emergency. However when the rectifier and battery were brought into circuit the improvement was most marked and on main roads the machine could be used at night almost to the limit of its performance. A stop-tail lamp (available as an extra) was fitted to the model under test; the switch was operated by reverse linkage from an extension of the brake-rod pivot pin.

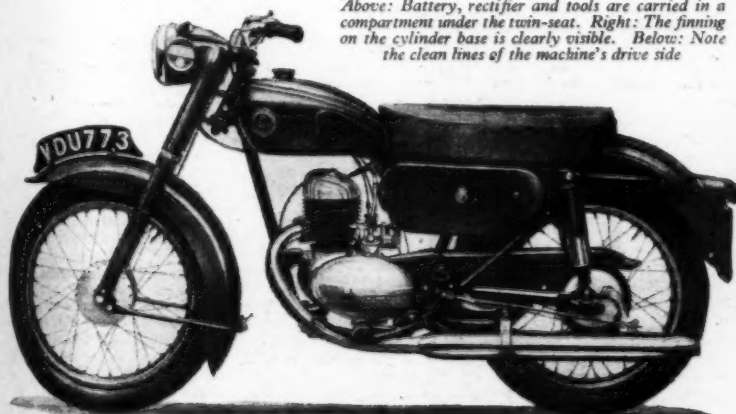
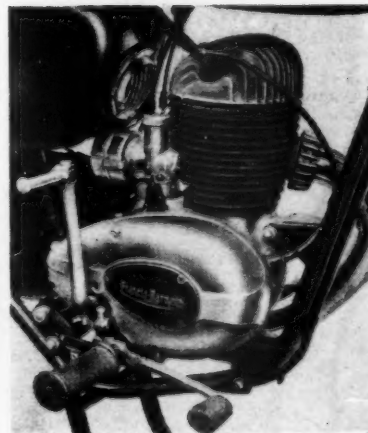
Not unexpectedly, a route which included unsurfaced lanes resulted in a certain amount of mud finding its way on to the machine, but so efficient are the mudguard valances that the deposit was mainly confined to the forward face of the front-fork legs and to the top run of the rear chainguard. A few minutes' work with a sponge and a bowl of water restored the Falcon to as-new condition. Throughout the test the engine remained free from oil smears except in the region of the carburettor. An internal, oil-proof plastic seal is provided at the junction of the exhaust pipe and silencer and it proved completely effective in preventing oil seepage.

Full-width hubs incorporating 5in-diameter brakes are fitted at front and rear. The brakes were amply powerful for the model and were smooth and progressive in action. Under hard application it was possible to lock the rear wheel. With both brakes applied, remarkably good deceleration for a lightweight was obtained, as will be seen from the performance data. A centre stand is fitted, operation of which is facilitated by an extended peg at the left-hand side. Little muscular effort was needed to bring the stand into use. In addition there is a front stand to facilitate wheel removal.

Finish is in the serviceable and attractive Arden green stoved enamel (on a Bonderized base) which has come to be associated with Francis-Barnetts. The fuel tank has gold lining and wheel-rims, handlebar and other bright parts are chromium plated. Latest of the line, the Falcon 81 more than matches the good looks, comfort, performance and handling of its predecessors.



Above: Battery, rectifier and tools are carried in a compartment under the twin-seat. Right: The finning on the cylinder base is clearly visible. Below: Note the clean lines of the machine's drive side



The extensive pressed-steel box below the dual-seat accommodates the battery and rectifier and, inset in the forward face, the electric horn. Tool accommodation is most generous and the owner may add to the standard tool kit—which is of high quality and includes a pair of pliers—such items as a puncture-repair outfit and a set of tyre levers, and still leave room for waterproof overgloves. A large lid secured by an Oddie fastener is provided at each side of the box.

Final Draft—Again!

More About Streamlining : Norton Policy : Duke Returns : Have You Film ? : "Victory" and "Scottish" News : TV Team Trial

AS mentioned in the report (page 203) of the C.S.I. meeting in Paris last week, the streamlining regulations have been amended again—have, in fact, reverted almost exactly to the original draft issued at the F.I.M. Autumn Congress. It was pointed out in Paris that if no part of "the motor cycle other than the front wheel and brake" was permitted to protrude ahead of the wheel spindle, trailing-link forks would automatically be ruled out; and so would a front mudguard long enough to prevent water from being blown back on to the rider's face (or his screen) in wet weather. Hence Item 2 stipulates that "no part of the streamlining" may extend beyond a vertical line drawn through the front-wheel spindle. The full text of the regulations follows and should be taken as cancelling the final draft issued by the F.I.M. last month and published on January 30.

1. The front wheel, with the exception of the tyre, must be clearly visible from either side.

2. There must be no streamlining forward of a line drawn vertically through the spindle of the front wheel.

3. There must be no streamlining to the rear of a line drawn vertically through the spindle of the rear wheel. The rim must be visible for the 180 degrees of its circumference to the rear of this line. No part of the machine may project to the rear of a line drawn vertically through the rearmost edge of the rim.

4. It must be possible to see the driver completely, with the exception of the forearms, in the normal riding position, from either side, from the rear and from above.

5. No part of the seat or saddle or of

any other part of the motor cycle to the rear of the seat or saddle may be more than 90 centimetres (35½ in) above the ground when the machine is not loaded.

6. It must be possible for the motor cycle, not being loaded, to be inclined to an angle of 50 degrees from the vertical without any part of it, other than the tyres, coming in contact with the ground.

7. It is forbidden to use any transparent material to avoid the application of these regulations.

RACING policy of Nortons remains unchanged for this year and the following official statement has been issued: "Norton Motors, Ltd., will not enter an official works team in the 1958 season racing events, but it is the company's intention to continue to manufacture and sell their world-famous Manx models which are specially designed for racing by private owners. Service facilities for private owners will be available both at the factory and in the Isle of Man for the Tourist Trophy Races. Full development of these catalogued racing machines will continue and as new projects are developed they will be tested in competitive events."

"IS there a B.M.W. racing four?" That question was put to Geoff Duke on his return from a visit to the German factory last week. Duke once again classed reports of such a machine as "irresponsible nonsense." He stated, quite frankly, that if there was a four, he had not been informed of it. While at Munich he was shown drawings of a small-capacity racer, but even that had gone no further than the drawing-board stage. The B.M.W. concern, he emphasizes, is not spend-

ing vast sums on racing. The opposite, indeed, is the case—hence their inability to find a machine for Dickie Dale. Geoff further scotched rumours of a four by mentioning how delighted racing chief Alex von Falkenhausen was when, during Geoff's visit, he was given permission to go ahead and build two orthodox racing twins for Walter Schneider, the sidecar ace. Geoff returns to Germany in March to test the machine he will use in the classic races. By then it will be faired to current F.I.M. formula. The tests will be conducted probably at Hockenheim, since there is no circuit nearer Munich suitable for high-speed riding.

"WE want you to come tomorrow," said a voice on the telephone from northern Italy. That was Friday afternoon. John Surtees left by air on Saturday morning not knowing just why he had been sent for. Whatever the reason, he said, he was determined to be back for the opening of his new business this Saturday.

FROM Italy Dickie Dale writes to say he has decided to buy the Rennsport B.M.W. belonging to Doug Fugger, the Australian. It should arrive in England in March and will then be taken to Munich so that B.M.W.s may run the rule over it and carry out a few modifications. From the Moto-Guzzi factory, Dickie reports, sounds of vecchies running on the bench can be heard from time to time. . . .

IN the B.B.C. Sportsview television feature "Hall of Fame" on February 21 the subject will be Stanley Woods, winner of 10 T.T. races. A good selection of film to recall the years of Stanley's great exploits has been gathered together—including some from the archives of *The Motor Cycle*—but more could be used. Any cine enthusiast who happens to have suitable film showing Woods in action or in a racing environment, in either 16mm or 35mm size, with or without sound track, is asked to get in touch immediately with the B.B.C. Sportsview Unit in London by telephone. The number is Shepherds Bush 1244.

TOMORROW evening's story-telling session organized by the Wandsworth Club will have Harold Daniell, Graham Walker and Jock West swelling the throng and it is hoped that Jimmy Simpson, H. G. Tyrell Smith and John Surtees will be there also. The idea is that the audience will be let in on hitherto undisclosed details (serious and lighthearted) of happenings behind the scenes in famous racing stables over the years. The venue is St. Mary's Hall, Alston Road, Fountain Road, Tooting, London, S.W.16, and the official talking starts at 8 p.m. Admission is free (no tickets) though there will be a collection for the A.C.U. Benevolent Fund.

SOON after it became known that Harold Taylor had not been re-elected as a South-Eastern Centre delegate to the A.C.U. (reported in last week's issue) the British Motor Cycle Racing Club decided to nominate him along with Les Archer, snr. Both attended Friday's general council meeting in that capacity. Taylor can therefore continue to serve on A.C.U. committees and to be a member of the F.I.M. technical committee.

TEAMING up for a tour of continental moto-cross circuits this summer are B.S.A. riders Brian Martin and Peter Taft. The tour will embrace several major meetings, including the Swiss and French Moto-Cross Grands Prix.

YORKSHIRE motor-cycle dealer Bill Bancroft will be entering another rider, Philip Palmer, for the T.T. and major home

At the Avon Valley Club's H.Q. in Scotland Bob McIntyre autographs a photograph of himself taken during the 1957 Senior T.T. On the left is the racing number that adorned the back of his leathers during the momentous race



"FRISKY" makes record run to Monte Carlo



USING

**TWO STROKE OIL**

SETTING UP a new record of 23½ hours for the run to Monte Carlo is the amazing achievement by the Meadows' "Frisky". An achievement that was greatly helped by the Shell 2T Two Stroke Oil and Shell Petrol used on this gruelling 831 mile journey.

Starting from outside the R.A.C. in London and flying from Lydd Airport to Le Touquet by Silver City Airways and then on across France and the Alps, the "Frisky" stopped to refuel only at Shell Stations. And no wonder! Shell 2T Two Stroke Oil mixed with Shell Petrol is the surest way to keep any Two Stroke engine at peak performance. Call in at your local Shell Station today for the Shell Two Stroke Service. Then with Shell 2T Two Stroke Oil in your tank you will really go!

makes two strokes go with a swing

Valve Springs...

effect on performance

Engine speeds

Engine speeds in excess of 5,000 r.p.m. are common in modern motor cycles. At this speed a valve opens and closes approximately 2,500 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

Valve Temperature

The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

At *high* revs, a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force

exerted by the spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.

Hot exhaust gases escaping



Badly burnt exhaust valve

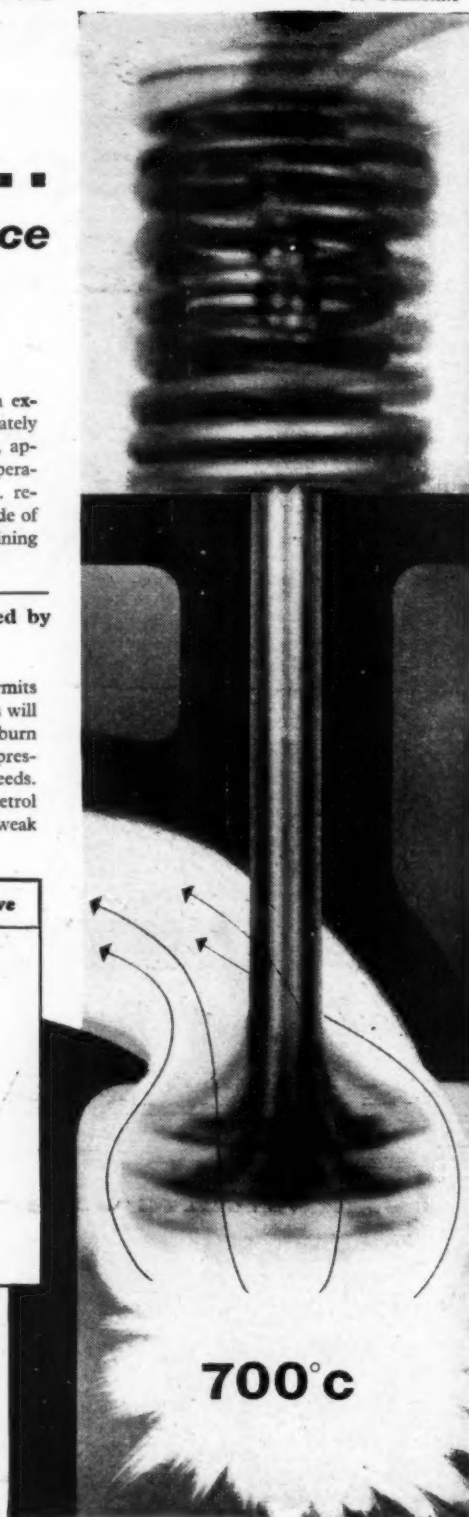


For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to fit Terrys, the most efficient and reliable valve springs made.

TERRYS AERO VALVE SPRINGS

The experts' choice

HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND



events this season. Palmer won the 1954 Clubman's Junior Race at record speed but has raced on only rare occasions during the past two years. Bancroft is entering Palmer and Harry Plews for both Junior and Senior T.T. and Alan Shepherd for the Manx G.P. Shepherd was leading last September's Senior Manx when his magneto failed. A new 7R A.J.S. will be joining the stable and possibly another Norton. One machine that is being kept is the Senior Norton on which Denis Parkinson won the 1953 Senior Manx and which Harry Plews rode at Cadwell Park last year to share the lap record with John Hartle.

PUBLICATION of this year's F.I.M. *Annuaire* has been delayed for a variety of reasons but mainly because of late alterations and additions to the sporting calendar. The new edition is being produced as quickly as possible and when it is available an announcement will be made in *The Motor Cycle*. Meanwhile, the secretary-general, T. W. Loughborough, asks those who have ordered copies to be patient.

JUST in time for the Junior T.T., Silver City Airways will start a service between Edinburgh and the Isle of Man on Sunday, June 1. Flights will run every Sunday and Thursday. Flying time by de Havilland Heron or Bristol Wayfarer aircraft is 1h 10m and the fare £5 5s single or £8 15s return. Booking agents are the General Steam Navigation Co., Ltd., 30, George Street, Edinburgh, 2.

RON WATSON and Albert Glassbrook have covered well over 1,000 miles during the past two months while engaged in course-planning for the Birmingham Club's national Victory Trial. The fixture takes place in the Church Stretton area on February 22. The outcome of their labours is a 45-mile course with 14 observed sections—half of which are brand new. More than 30 landowners and tenants have been interviewed; and, together with the Shropshire County Council, they have shown great co-operation throughout.

LAST Thursday's inaugural meeting of the British Sporting Sidecar Association in the East-Midland Centre was well attended and it was obvious that there was enough enthusiasm and support to warrant going ahead with the project. Some 20 members joined and Maurice Cave was elected secretary and treasurer. Committee members are J. S. Oliver, D. W. Billyard, T. Degg and J. W. Raynor. It was decided to hold meetings on the first Thursday in every month at the Central Tavern, Nottingham. The next meeting will take place on March 6. It is also proposed to publish a news sheet on the first day of each month. Membership is open to all interested in encouraging the use of sidecars in sporting competitions in the centre. Further details may be obtained from Maurice Cave, 16, York Street, Netherfield, Notts.

PRIZE money for the Wirral Hundred Club's national road-race meeting at Oulton Park on Easter Monday is to be based on a sliding scale according to the attendance. The minimum will be £325 and the maximum—which will be paid if the attendance exceeds 25,000—will be £1,000 (and Easter attendances in the past have always bettered that target figure). Since Easter comes round before summer time begins, the 500 c.c. class will be run without heats. Instead there will be two 19-lap races—one for experts and the other for not-so-experts.

EXCEPT that permission to use a few observed sections has still to be received, the course for the Scottish Six Days' Trial has been finalized. Organized as always by the Edinburgh Club, the trial will be held

Special Sports Viewing

THE B.B.C. Television Team Trial takes place on Saturday, starting at 3 p.m. The programme will be telecast to all regions and will last for one hour. Four teams representing the North, Midlands, South and West will take part; each will consist of three solos and one sidecar outfit. The list of competitors, together with their riding numbers, follows—the letter in front of each number indicates the competitor's team.

Midlands

M1 J. V. Britain (346 Royal Enfield).
M2 B. W. Martin (348 B.S.A.).
M3 R. S. Peplow (199 Triumph).
M4 A. J. Humphries (490 Norton sc).

North

N1 T. U. Ellis (496 B.S.A.).
N2 S. H. Miller (497 Ariel).
N3 R. B. Young (499 B.S.A.).
N4 P. Wraith (497 Ariel sc).

South

S1 J. R. Giles (199 Triumph).
S2 G. L. Jackson (347 A.J.S.).
S3 S. B. Manns (347 A.J.S.).
S4 F. Darrieulat (499 B.S.A. sc).

West

W1 G. J. Draper (348 B.S.A.).
W2 R. J. Langston (497 Ariel).
W3 P. T. Surland (346 Royal Enfield).
W4 A. Pulman (498 Matchless sc).
Reserves: P. N. Brittain (346 Royal Enfield) and F. Wilkins (497 Ariel sc).

from May 5 to 10. For the first time for some years sidecars are being permitted and nine sidecar entries had been received by last Monday. Solo entries totalled 68. The lists close when a total of 200 entries has been received. Secretary of the meeting is Tom Melville, 28, Nelson Street, Edinburgh, 3.

COMPETITORS and officials visiting Derbyshire for the Bemrose Trial (March 29) are offered assistance in obtaining local accommodation by David Tye. He is also organizing a film show and dance, with sectioned engines and other exhibits, at the Pavilion, Matlock Bath, on the evening before the trial. Competitors,



Each competitor who takes part in the Isle of Man Scout Rally, to be held from June 7 to 14, will receive a badge like that shown above

officials and spectators alike are all welcome to attend. Admission is free by tickets obtainable from David Tye, Ltd., Water Lane, Cromford, Derby.

FUEL tanks fitted to Greeves 20TA 197 c.c. Scottish models are now finished in dull chromium plating which brings the trials specials into line with the 20SA Hawkstone scramblers. From February 1 the prices of Greeves spare parts are raised by five per cent.

HUMPHREY RANSON, who was found dead in bed in a Brighton hotel on Monday of last week, was a keen free-lance racing man in the T.T. Races and continental events on Nortons and A.J.S.s from 1948 to 1952. In July 1953 he crashed heavily at the Norisring, Germany, and never fully recovered from his injuries.

THE Harley-Davidson Riders' Club Easter Rally looks as though it will go over big. The club's aim is to contact as many Harley riders as possible from all over Britain and have them ride to London on Easter Saturday. There local riders will provide accommodation for the Saturday and Sunday evenings. On Saturday there will be a social function, and on Sunday a tour of London. Full details are available from F. H. Warr, 100 and 104, Waterford Road, Fulham, London, S.W.6.

THE SCOTTISH A.C.U. is anxious to trace the original Motor World Cup which disappeared during the war. Anyone with information concerning its possible whereabouts is asked to contact the Union secretary, T. Arnott Moffatt, 24, Reid Terrace, Edinburgh.

RALLY enthusiasts will be disappointed to learn that the North Lancashire Club has decided to cancel the Morecambe Rally for 1958. The cancellation is brought about by changes in club administration. It is felt that a rally committee, formed in January, would be unable to maintain the usual high standard of organization.

A YORKSHIREMAN who will be competing in the T.T. this year is Leon Cooper, road-racing president of the Batley club. He is entering the Lightweight 125 c.c. Race, riding either his ex-Purslow Triumph or a new Italian lightweight. Earlier this year, to "help" Scarborough Club officials in their decision to include a 125 c.c. class in their June road-race meeting at Oliver's Mount, Cooper promised a trophy valued at £200 as the premier award.

ENTRIES for the Sunbeam Pioneer Run close on Monday. As usual the run is open to riders of machines manufactured not later than 31 December 1914 and which are on the Pioneer Register. Date for the event is Sunday, March 23. The start will be from Tattenham Corner Station, Epsom Downs, and the finish, as usual, at Madeira Drive, Brighton. Secretary is H. L. Wilson, 8, Fairfield Way, Ewell Court, Epsom, Surrey.

LATEST film made by Chris Wood is "Vanwall Victory," featuring the Monaco and Aintree grands prix and including many amusing, behind-the-scenes shots of Stirling Moss and other members of the Vanwall team. The film is in colour on 16mm stock and has a commentary; running time is 28 minutes. It can be obtained free on loan from Hepworth and Grandage, Ltd., St. John's Works, Bradford, 4. Although "Vanwall Victory" deals with car racing, Chris Wood, who has made many motor-cycle features, suggests that it is of great interest to the majority of motor cyclists.

REGULATIONS are available for the following events: the Western Centre's national Cotswold Cups Trial (March 8). Entries close February 22. Secretary is Miss Grant Heelas, Baughan Engineers, Lansdown, Stroud.

Wirral 100 Club's national road-race meeting at Oulton Park (April 7). Entries close March 1. Secretary is H. W. Bowman, 63, Claremount Road, Wallasey, Cheshire.

Ilford Club's Traders Trial (March 9). The event is open to members of the club as well as to members of the Eastern area of the Motor Cycle Traders' Association and their staffs. Entries close March 3. Secretary is Mrs. J. Waite, 296, Hampton Road, Ilford, Essex.

Edinburgh Southern Club's open Coronation Trophy Trial (March 9). Entries close March 3. Secretary is A. Clyne, 62, Meadowhouse Road, Edinburgh, 12.

Affiliation Fees Go Up

A.C.U. General Council Approves Increases : Plans for Road-racing Stars Still Not Finalized

AT last Friday's meeting, the general council of the Auto-Cycle Union gave approval to the increases in affiliation fees proposed by the management committee. Under the new arrangements, which come into force on January 1, territorial clubs will be required to pay 2s 6d per member with a minimum of £1 15s. (Previously the fee was 1s 6d per member with a minimum of £1 1s.) The increase of 1s per member also applies to non-territorial clubs which will thus pay an annual fee of 2s per member.

The basis of the grants paid by the A.C.U. to centres has been reduced. Henceforth, instead of allocating to centres half the total affiliation fees received from their clubs, the A.C.U. will pay only two-fifths of the amounts. Final change is that the annual fee payable by a national club is raised from £5 5s to £10 10s.

In proposing the increases K. S. Topping, the treasurer, said that the fees had remained unaltered for about 30 years though, during that time, costs had steadily risen. For example, in 1939 the A.C.U.'s total expenditure was £8,258; in 1955 the figure was £15,500. In recent years the A.C.U. had come to rely more and more on income from a levy on the gate money at sporting events—a means of obtaining revenue that was in no way reliable. Mr. Topping quoted instances where one year a meeting had made a profit of approximately £800. The following year the income only just about covered expenses.

Mr. Topping stated that, in order to relieve the A.C.U.'s financial difficulties, representations had been made to the Royal Automobile Club. While sympathetic to the request the R.A.C. stressed that the onus lay with the A.C.U. to improve its regular income (derived from affiliation fees). Thus, before any help could be reasonably expected, it was up to the A.C.U. to supplement its annual revenue. Mr. Topping pointed out that in so far as the clubman was concerned, the extra shilling a year asked for was equivalent to giving the A.C.U. a cigarette every 10 weeks.

On behalf of the North-Western and East-Yorkshire centres C. Clegg proposed that the extra revenue should be obtained by making competitors, other than holders of international or national competition licences, take out separate competition licences for each centre in which they competed. The licences, which would be valid for 12 months, would cost 5s. Of that sum, 4s would be paid to the A.C.U. and the remainder retained by the centre. Furthermore it was proposed that costs could be cut by limiting to two the number of delegates from each centre to the general council.

Mr. Clegg's argument was that the bulk of the A.C.U.'s expenditure was concerned with administering motor-cycle sport. In the early days practically every clubman was a competitor and thus received full benefit from the affiliation fee he paid. Nowadays the majority of motor cyclists joined clubs for purely social reasons and thus got nothing from the A.C.U. It was unjust that non-sporting clubmen should be called upon to subsidize the interests of the sporting minority. The amendment was defeated by 41 votes to 12.

Lord Brabazon of Tara, president of the Auto-Cycle Union, was present during part of Friday's meeting. Here he addresses delegates. On his left is S. T. Huggett, A.C.U. secretary



A further amendment, put forward by the Midland Centre, was to the effect that the A.C.U.'s annual grant to the centres should remain at half the total of the affiliation fees. This, likewise, was defeated as was a motion from the Yorkshire Centre that the affiliation fees be increased by 6d per member and that the increase be paid to the A.C.U.

Reporting on the meeting of the competitions committee which had taken place that morning and during the previous afternoon, J. C. Lowe said that draft plans had been drawn up for the proposed scheme of awarding road-racing stars. It remained to finalize the regulations and discuss them with Slazengers who, subject to agreement on details, might be prepared to sponsor the scheme. At present the intention is to award stars in five classes (125 c.c., 250 c.c., 350 c.c. and 500 c.c. solos, and sidecars) for the best performances in national road-race meetings.

In order to qualify solo competitors will have to start in 10 races, the best eight performances to count. In the sidecar category eight starts will be required, the best six performances to count. Points are to be awarded on the basis of eight for a first place, five for second, three for third and one each for fourth to sixth. Points will be gained in scratch races only and, where there are heats, in finals only.

It was pointed out that top-flight riders with continental commitments might have difficulty in competing in the requisite number of races. Mr. Lowe said that the competitions committee was aware of the problem and was looking into it.

N. E. Culley of the North-Western Centre asked whether it would be possible to include an event counting for the special 250 c.c. moto-cross championship of the world either in the programme of the British Moto-Cross Grand Prix meeting at Hawkstone Park in July or at the Ipswich Club's Shrubland Park meeting on August Bank Holiday Monday. Replying to the question, E. Damadian said that in the case of the British Moto-Cross G.P. the cost of putting on the extra event would be prohibitive. The date of the Shrubland Park scramble was unsuitable.

Norman E. Dixon was re-elected chairman of the general council. H. P. Baughan, C. H. King and H. R. Taylor were re-elected

to serve on the management committee; other members are N. E. Dixon (chairman), V. C. Anstice, J. C. Lowe and K. S. Topping. Six members of the competitions committee were returned to office: L. J. Archer, A. Jefferies, J. E. Sutton, F. E. G. Vigers, J. E. Whitaker and J. D. Woodhouse. Also on the competitions committee are J. C. Lowe, E. Damadian, G. R. Allan, E. G. Cope, J. McNulty, H. S. Perry and T. E. Ryan.

Provisional Licences

FROM March 1 provisional driving licences will cost 10s and be valid for six months. Current licences cost 5s for a three-month period. The change was envisaged in section 18(2) of the Road Traffic Act, 1956, which the Minister of Transport has now ordered to be applied on March 1.

When section 18(1) of the Act comes into force—the Minister is considering the matter in relation to driving-test facilities—licensing authorities will have the power to refuse to issue another provisional licence to an applicant who has, within the previous 1½ years (in certain circumstances, 2½ years), held two provisional licences, the last during the previous 12 months, unless the applicant has either taken a test (and failed) during the currency of his last licence or can give an acceptable explanation for not having done so. In either case, before applying for the new licence, the applicant must have applied for a test to be taken within six months after the date of the licence application.

Where circumstances are such that a new licence is refused because two licences have been held within the previous 2½ years exactly, a further application made, say, two days later would be bound to succeed because by then no licence would have been held within the previous 12 months. In any other circumstance where two licences have been held within a year of each other (the last within 12 months), the applicant for a new licence may have to wait for up to a year before it is granted, depending on the time that has elapsed between expiry of the last licence and application for the new.

As intimated, the date on which these measures are to be brought into operation has not yet been fixed.

Sunday Freedom

Two Famous Riders Appeal for Campaign Support

GEOFF DUKE and John Surtees, as vice-presidents of the Sunday Freedom Association, are appealing to motor cyclists to support a campaign for the revision of the Sunday Observance Acts.

The aims of the association are as follows: (a) to promote ways and means of removing the present anomalies which exist under the Sunday Observance Acts of 1625, 1677 and 1780, and the Sunday Entertainments Act, 1932; (b) the extension of this organization to embody all branches of the entertainments industry and such sporting and charity organizations as may be affected or interested in the promotion of entertainments and functions on Sundays; (c) to establish a sound organization to carry these objects into effect; (d) to do all such lawful things as are incidental or conducive to the attainment of these objects, which are designed to free the people's Sunday.

President is Jack Warner and other stage, film, television and radio artists hold office. The chairman is "Professor" Jimmy Edwards and vice-presidents, in addition to Duke and Surtees, are Gilbert Harding, Jack Payne, Victor Sylvester, Billy Butlin, Eric Robinson, Humphrey Lyttelton, Chris Barber and Bob Monkhouse. Parliamentary adviser is John Parker, M.P. for Dagenham, Essex.

Minimum annual subscriptions are 2s 6d for individuals and 10s 6d for clubs and similar organizations. Subscriptions should be sent to the general secretary, W. E. Sensier, 91, Braemar Road, Worcester Park, Surrey, who will supply any details requested.

Impressive Figures

AT a gathering last Friday the latest Lambretta scooter, the TV175, and the FDC commercial three-wheeler were officially introduced to the British Press. The TV175 was described in *The Motor Cycle* for December 5 last and deliveries are already reaching dealers. The three-wheeler is a 5-cwt transporter comprising a Lambretta scooter front fork, wheel and 148 c.c. engine-gear unit with a tubular chassis at the rear supporting the fully enclosed driver's cab and the body. In chassis form the FDC costs £243 6s, or £272 13s including British purchase tax. Various types of body are available: for example, an open-truck type is priced at £32 10s and an enclosed type at £57 10s 6d.

In a speech Peter Agg, a director of Lambretta Concessionaires, disclosed that there are now over 200 special Lambretta service stations open in Great Britain. During 1957 some 10,000 machines were dealt with in his firm's service department at Wimbledon, London; spares carried were valued at over £250,000 and spares prices have been reduced by 60 per cent.

Newport Trial

WORKING until the early hours of Sunday fitting his 346 c.c. Royal Enfield engine into a new frame, A. L. King reaped his reward later in the day when he won the Newport and Gwent Club's Colonel Parkes Trial from an entry of 56 riders. The 30-mile circuit began on the Chepstow road about eight miles from Newport.

Nanny Goat's Hill, the last section, proved to be the deciding hazard of the trial. The

lower of its two main sections was crossed at an angle by a stone ledge and tree stump. Though exhibiting different methods of attack, King and L. Jones (490 Norton) both rode it very well without loss of marks. W. H. Kershaw (197 James) looked as though he would follow suit but shed a chain.

Premier Award.—A. L. King (346 Royal Enfield), 11 marks lost. **Best Sidecar.**—R. T. Williams (497 Ariel), 500 c.c.—L. Jones (Norton), 12. **350 c.c.**—N. G. Hawkins (B.S.A.), 19. **200 c.c.**—W. H. Kershaw (197 James), 15. **Novice Award.**—A. Reed (197 James), 33. **Best Newcomer and Gwent Member.**—Kershaw. **Best Newcomer and Gwent Novice.**—G. Evans (197 Francis-Barnett), 48. **First-class Awards.**—W. Phillips (197 Francis-Barnett), 14; B. Grindle (197 Dot), 15; J. R. Roberts (197 H.J.H.), 16; M. P. Eyles (197 Norman), 20.

Traders' Trophy Trial

SNOW storms, heavy rain and extremely slippery going over the snow-covered ground made conditions terrible for the Bury Club's Traders' Trophy Trial on Sunday. Nevertheless, 75 of the entry of 95 riders travelled over icy roads to start in the trial but the cold and treacherous going caused 27 retirements. Riders covered two laps of a six-mile circuit with 14 sections to each lap; one section had to be cut out.

Best Performance.—B. Holden (197 Francis-Barnett), 27 marks lost. **350 c.c.**—R. Adcock (197 Dot), 51. **350 c.c.**—R. P. Robinson (B.S.A.), 54. **500 c.c.**—J. Mathews (Ariel), 56. **Novice Award.**—J. N. Rhodes (197 Greaves), 76.

First-class Awards.—G. S. Woodhead (197 Special) and M. Rhodes (197 Greaves), 60; B. Hutton (497 Ariel), 65; J. Sandiford (197 Dot), 70; B. Cordingley (497 Ariel), 75; R. Stell (197 James) and D. Clegg (346 Royal Enfield), 76.

Another Stirland Win

WITH an entry of nearly 70 and a 16-mile course rendered very muddy by thawed snow, the Mortimer Club decided to reduce Sunday's Jack Englefield Trial (a Southern Centre event) from two laps to one. Start and finish were at the Turner's Arms, Mortimer, near Reading.

Best Sale.—P. T. Stirland (346 Royal Enfield), 9 marks lost. **Best Sidecar.**—P. Price (490 Norton), 44. **350 c.c.**—B. Fry (197 James), 34. **350 c.c.**—J. Hales (Ariel), 35. **500 c.c.**—D. Budd (Triumph), 11. **Best Novice.**—D. Smith (197 Francis-Barnett), 43. **Best Intermediate.**—M. Larkom (497 Ariel), 30. **Best Mortimer Member.**—W. Collins (197 Greaves), 65. **Trojan Prize.**—Mortimer: C. E. A. Chailis (499 Royal Enfield), P. J. Chailis (248 Ariel), G. Brown (497 Ariel), 178.

First-class Awards.—C. E. A. Chailis and Larkom, 30; P. Dent (197 Greaves), 35; R. Clarke (197 James), 36; T. S. C. Gilliland (490 Norton), 37; C. Keeley (197 Ambassador), 38; D. Keep (497 Ariel) 65.

South Yorks Trial

RIDING beautifully, P. C. Beal (197 Dot) won the Maurice Randerson Trial organized by the Doncaster Club and held on Sunday. He finished 19 marks ahead of M. Ransom (346 Royal Enfield) after three laps of a snow-covered and extremely slippery 15-mile course. Ransom was but one mark ahead of the third man, W. D. Couldwell (497 Ariel). There were 12 sections to each lap and, although the short, wriggling hazards favoured the lightweight, the general going was not overwhelmingly in their favour. In spite of the weather, all but nine of the 60 entries started and there were only 13 retirements.

Best Performance.—P. C. Beal (197 Dot), 23 marks lost. **Runner-up.**—M. Ransom (346 Royal Enfield), 42. **Third.**—W. D. Couldwell (497 Ariel), 43. **Fourth.**—C. A. Morewood (497 Ariel), 47. **Fifth.**—R. Joy (497 Ariel), 48. **Sixth.**—E. R. Bibby (197 Dot), 50.

ON Saturday, John Surtees is entering the motor-cycle retail business on his own account at 4, Bell Parade, West Wickham, Kent. Special attractions will be an MV Augusta four-cylinder racer, one of the famous A.J.S. three-

Star Attractions

★ Integral weather protection in the form of a shapely glass/polyester fairing is being introduced by a famous British manufacturer—full description and road-test report.

★ Bearings and their uses—Part 12 in the series for beginners.

★ Front forks with trailing links and leading links—the pros and cons summarized by the Technical Editor.

★ The first instalment of a thrilling story about a sidecar trip from Togoland to the Belgian Congo.

★ All the popular weekly features.

Next Thursday

valve three-fifties, a Manx Norton and a two-fifty MV racing model. Agencies held include Greeves, James, Lambretta, Matchless, Norton, N.S.U. and Triumph, and many new and second-hand machines will be on show.

NEWLY appointed by the Sun company as service manager is Ted Best, until recently employed in the B.S.A. service department. At Sun he will be responsible for the service of scooters and motor cycles, with particular reference to Villiers units.

FINAL showing in the provincial tour of the R.A.C. Diamond Jubilee Exhibition will be at Tom Byatt's Automobile Centre, Victoria Road, Fenton, Stoke on Trent from next Monday until Tuesday, February 25. Entitled "The Age of the Motor Car," the exhibition is a display of motoring relics, models and paintings which trace the development of cars from the early days of motoring.

MEN famous in the motor-cycle world were much to the fore at the annual dinner and dance of the automobile division of the Institution of Mechanical Engineers held at the Dorchester Hotel, London, last Friday. In the chair was the chairman of the division, R. C. Cross, widely known for his rotary-valve design, and on his left was R. A. Wilson-Jones of Royal Enfields who is a vice-chairman of the division.

FOR many years Robert Williamson was press officer of the Manufacturers' Association and became widely known to members of the industry and trade particularly for his work in connection with London Shows. He was also the press officer of Dunlops for over 35 years; now he has retired from that position but will remain available as a consultant. The Dunlop news service will be provided by the company with Campbell Fraser (10-12, King Street, London, S.W.1), in charge. Robert Williamson is maintaining his news service for other organizations.

A SCHEME for contract hire of scooters has been introduced by Continental Scooters, Ltd., 225-7, Westminster Bridge Road, London, S.E.1. Based on the system widely used by fleet owners of cars, contract hire operates in this way: the hirer pays an initial deposit (which may be as low as £17 10s); thereafter the vehicle is maintained free of charge and a replacement is available at 48 hours' notice. Machines are taxed and insured and equipped with pillion seats and windscreens. Under one scheme a new scooter is provided every year; under another every two years. Monthly payments under the first range from £6 13s 4d (under the second £5 8s 4d) for a Lambretta or Vespa Standard to £10 8s 4d (£8 6s 8d) for a Malcoletta, Lambretta 175TV, N.S.U. Five-Star Prima or Heinkel. Another system of scooter hire—this one for tourists—has been introduced by the Rob Roy Highland Hotel, Aberfoyle, Perthshire. Charges are £1 for 24 hours or 3s 6d an hour plus petrol. These charges include the use of clothing, safety helmet and goggles. A £5 deposit is required and hirers must, naturally, be holders of current licences.



CLUB NEWS

ALDERSHOT.—February 15: Working party (Christmas Pie, 2). 16: Working party (Christmas Pie, 10). Over 100 members and friends, including Les Archer, Len Heath and Arthur Wheeler, attended the dinner and dance held at the Hog's Back Hotel on January 24. Awards were presented jointly by Mrs. J. C. Archer and the mayor of Aldershot, Miss M. E. Kemp. **Alpertown and Wembley.**—February 14: Mobiloil films (Swan, Sudbury, 8). 16: Social run (Ace Café, 11). **A.M.C. Owners** (Medway). February 16: London tour (Chatham Town Hall, 10). 19: Talk (Old George, Rochester, 8). (South Eastern).—February 16: Support scramble (Chiswick roundabout, 1). 18: Talk by A.M.C. service manager (White Hart, Barnes, 8).

Devonport.—February 14: Club night (H.Q., 8). 16: Support centre event (Coypool, 9.15). **Dittons.**—February 13: Bosch films (Royal Oak, Teddington, 7.45). 16: Scavenger hunt (Hampton Court, 10.30). **Dundee.**—February 16: Bell Cup Trial. **East Acton.**—February 19: Games (Duke of York, 8). **Ford Sports.**—February 16: Welsh Harp and Kensington museum visit (Gants Hill, 10.30).

Glasgow Sporting.—February 16: Trial (Libo Quarries, 11). **Gloucester and Catswold.**—February 18: Indoor trial. **Grays.**—February 13: Dunlop films (Cricketers, Windham Road, 7.30). **Greenwich.**—Nearly 200 members and friends attended the dinner and dance held at the Green Man on February 1. Among the sporting personalities were Alan Trow and Harold Taylor. **Grove Park.**—February 16: Support scramble (Green Man, 10).

Harrogate.—February 13: A.G.M. (Adelphi Hotel, 8). **Horforth.**—Over 100 members and friends braved dense fog to attend the dinner and dance held at Powolny's Restaurant, Leeds, on January 31. One of the more famous members present was Jack Brett. **Kings Norton.**—February 14: Quiz (H.Q., 8). 15: St. Valentine's dance (Robin Hood, Drayton). **Kingston.**—February 14: Darts (H.Q., 8).

L.E. Velo (London).—February 14: Club Night (White Swan, Farringdon Street, 8). **Midland.**—February 16: Lickley Rumble (Rednal

ination).—February 19: Social; prospective members welcome (Drill Hall, London Road, 7.30). **Plymouth Touring.**—February 13: Quiz (H.Q., 7.30). 16: Membrand Hall (Stadium, Penryn, 2).

Ravensbury.—February 16: Brighton. **Reigate.**—Secretary: R. Lawson, 22, Eastnor Close, South Park, Reigate, Surrey. **Ringwood.**—February 17: Club night (Burley, 8). **Rochester, Chatham.**—February 13: Visit Parrett and Neaves (Empire car park, 7.45). **Royal Enfield Owners** (London).—February 14: Tombola (H.Q., 7.30).

Saints, Westminster.—February 19: Club night (Gun, Lupus Street, London, S.W.1). **Solihull.**—February 13: A.G.M. (Malt Shovel, Barston). **Somerton.**—February 13: Club night. **South Harrow.**—February 16: Support scramble (Hillingdon roundabout, 10). Secretary: Miss I. Hotham, 121, Potter Street, Northwood, Middlesex.

South of Scotland.—February 14: A.G.M. (King's Arms, Dumfries). **Southampton Vikings.**—February 16: Gosport Trial (Fleming Arms, 10.30). **Southern Sporting.**—February 19: A.G.M. (H.Q., 8). **Streatham.**—February 17: Club night. Pall Mall, London, S.W.1, 4. **Surrey Hills.**—February 14: House-hunt. **Surrey Midcar.**—February 16: Chiltern tour (Essex traffic lights, 9.30). 19: Redex films (Hand in Hand, Box Hill, 8).

Tenterden.—February 16: Support Whitley Mill Trial. 18: Committee meeting and club night (Eight Bells, Tenterden, 7 and 8). **Triumph Owners** (East Surrey).—February 16: Support run. 19: Road-rail film (Epping Forest).—February 18: Auction (H.Q., Leeds). February 14: Club night (Wharf Hotel, Bradford, 8). (North London).—February 14: St. Valentine's dance (George and Vulture, 490, High Road, Tottenham, 8). (North Wales and Merseyside).—February 14: Club night (Victor Horsman's, Queensferry). (North-West London).—February 18: Square dance (H.Q., 7.30). (Notts and Derby).—February 19: Darts (Midland Hotel, Stapleford, 7.30). (West Middlesex).—February 13: Quiz (H.Q., 8). **Triumph Owners of North West Kent.**—February 18: Bring-and-buy sale (T. S. Narvik, Bromley Common, 8).

Vagabonds.—February 15: Social (H.Q., 7.30). 16: Run (Highway Café 10). 17: Club night (Bull's Head). **Vincent-H.R.D. Owners** (Aldershot).—February 16: Meeting with sidecar section (King's Head, Ash Road, 11.30). (Coventry).—February 14: Shell films (Phantom Coach, Coventry By-pass). (Derby).—February 13: Club night. (London).—February 18: A.G.M. (H.Q., 8). (Oxford).—February 14: Club night. (South London).—February 14: Club night (H.Q., 8). 16: Support Aldershot run (H.Q., 10). (Southampton).—February 13: Club night (Wessex).—February 18: Club night (H.Q., 7.30). (West London).—February 17: Club night (H.Q., 8). **Village** (North East Region).—Speaking at the annual dinner held at Temple Newsam House on February 1, the chairman, who is in his 80s and still competes in club events, claimed that the region was really pulling its weight in vintage circles.

Watling Association.—February 16: Support scramble (Queen of Hearts, 9.30). **West Bromwich.**—Secretary: Miss P. Barker, 33, Albright Road, Langley, Oldbury, West London. February 16: Winter Hill (Better 'Ole, 11). **Wickham.**—Among the 101 members and friends at the annual dinner held at the Shirley Poppy on February 1 were Bob Geeson and John Surtees. **Wrekin.**—The annual dinner was held on January 21 at the Forest Glen Hotel, Wellington. The President, ex-road racer Bill Doran, was among the prize winners; he received—from Mrs. Doran—a navigator's award.

THE CLUBMAN

THE partitours organized annually by Ken and Mollie Craven will be run a little later than usual—this summer—to take advantage of the August holiday weekend. The first starts on July 19 and will extend to August 3; it will be a leisurely tour, particularly suitable for those making their first trip abroad, through France and the Italian Alps and a few days will be spent at Menton on the French Riviera. A longer tour will start on July 18 and finish on August 4 and, though following a somewhat similar route, will be based for three days near Florence and will return by way of Venice and the fringe of the Dolomites. Accommodation costs will be approximately £25 10s for the former and £27 for the latter; in addition, about £20 should be allowed for petrol and oil, boat fares, insurance, documents, etc., apart from spending money on incidentals. Members of the tours are expected to ride modern machines in good mechanical condition and to have clean driving records over at least the past two years. Further details can be obtained from Mrs. Mollie Craven, Gilston House, near Harlow, Essex, on receipt of a stamped, addressed envelope.

Important Events

Saturday, February 15.—Bristol: White Lion Rally, White Lion, Frenchay, 6 p.m. **Sunday, February 16.**—Dundee: Bell Cup Trial, Balludern Hill, Sidlaws, 1 p.m. **Pirbright:** Weyburn Club's Brian Flint Scramble, 11 a.m. **Penzance:** Cornwall Centre Inter-club Team Trial, Sheffield, Paul, noon. **Halstead:** Trial, Cock Inn, Beasley End, Shalford, 10.30 a.m. **Kingswood:** Trial, Fox and Hounds, Inglestone Common, near Wickwar, 10.30 a.m. **Scarborough:** Abbot Trophy Trial, Caley Arms, Brompton, 10.30 a.m. **Nantwich:** Trial, Traveller's Rest, Altrincham, near Tarporey, noon. **Newark:** Trial, Bridge Garage, Lincoln Road, one mile from city centre, 10.30 a.m. **Worcester:** Trial, Wobblly Wheel Inn, Alfrick Pound, on A4103, 10.30 a.m. **Saturday, February 22.**—Salop: national Victory Cup Trial, Church Stretton, 9.30 a.m. **Ulster:** McCrum Cup Trial, route to start die-marked from Antrim bus terminus, 2.30 p.m.

Sunday, February 23.—Minsterley: Trade Barons' Trial, Old Brickworks, Cruckmeole, near Shrewsbury, 10.30 a.m. **Taunton:** Trial, Harp Inn, 12.30 p.m. **Hertfordshire:** Dick Turpin Cup Trial, Bob's Café, Puckeridge, 10.30 a.m. **North Berks:** President's Cup Trial, Blewbury Filling Station, Blewbury, on Wantage Reading road, 11.15 a.m. **South Newbury:** Enborne Scramble, five miles east of Newbury on A4, 1 p.m. **Lyndhurst:** President's Cup Trial, Rufus Stone, Canterton, Hants, 11 a.m. **Salop:** Harold Embrey Cup Trial, Longville Hotel, five miles from Church Stretton on the Much Wenlock road, 10.15 a.m. **Brands Hatch:** Greenwich Club's Scramble, Brands Hatch scrambles circuit, near Fawkham, Kent, noon. **Leicester:** Baines Trophy Trial, lay-by near Kibworth, on Market Harborough road, 10 a.m. **Yorkshire:** Centre: Jack Leslie Ellis Trophy Trial, Rising Sun Inn, Cartworth Moor, Holmfirth, 11 a.m.

Barry.—February 16: Support centre A.G.M. (Colcat, 2). 18: Whist (H.Q., 7). Secretary: S. W. Smith, 41, Regent Street, Barry. **Birmingham Lambretta.**—February 14: Club night (The Motordrome, Colebrook Road, Greet). **Bishops Waltham.**—February 16: Road trial. **B.M.C.R.C.**—February 18: Film show (Prince of Wales Tavern, Drury Lane, London, W.C.1, 7). **Bristol.**—February 15: White Lion Rally. **British Two-Stroke.**—February 16: Run to Sevenoaks (Blackwall Tunnel, south side, 9; Aero Café, Poll Hill, 9.45). Over 60 members and friends attended the dinner held at the Toby Jug, Kingston By-pass, on February 1. On behalf of Brian Stonebridge, Bert Greaves accepted from its donor the Meeten Trophy for the year's most outstanding performance by a British rider of a two-stroke in competitions. Secretary: D. J. Walters, Wimbush, The Drift, Bromley Common, Kent. **Broughton and Breton.**—February 13: Film show.

Camel Vale.—Regulations for the February 23 open-to-centre trial from E. Pascoe, Churchtown, Lanivet, Bodmin, Cornwall. **Croydon.**—February 16: Support scramble (Airport, 9.30). **C.S.M.A.** (North Western).—Secretary: G. Sheridan, 13, Dewhurst Road, Syke, Rochdale, Lancs.

Derby Phoenix.—February 16: Middleton Trial (Middleton Moor, 11). **Derby Scooter.**—February 19: Club night (Greyhound, 8).

tram terminus, 11). Secretary: T. Y. McIntosh, The Ingle, Cedar Grove, Weybridge, Surrey. **Lea Bridge.**—February 16: A.G.M. (Dick Turpin's Cave, High Beech, 10.30). **Leatherhead.**—February 16: Support scramble (Epsom Clock Tower, 10). 17: Redex films (H.Q., 7.30). **London Douglas.**—February 14: Club night (H.Q., 8). 16: Support trial (Lewisham Clock Tower, 10). **London Scooter.**—February 14: Dance (White Lion, Putney, 8). 16: Run (Blue Cockatoo, Albert Bridge, 9.45). **London Touring.**—February 16: Coast run (Fox and Nicholl, 10.30).

Maidstone Aces.—February 16: Support trial (Fairmeadow, 10). **Manchester Ace.**—February 16: Yorkshire tour (Isherwood's Garage, 10.30). 17: Darts (H.Q., 7.30). **Manchester Lamorets.**—February 17: Mystery night (H.Q., 8). **Manchester Vagabond.**—February 16: Manifold Valley (Hazel Grove, 10.30). **Manchester 17:** Wincle (Hazel Grove, 11). **Mid Bucks.**—February 14: Annual dinner and dance (Spread Eagle, Thame, 7.30). **Morgan Three-wheeler** (South-Eastern).—Entries for the February 16 Chipperfield Road Trial to A. J. Pink, The Caravan, Rumbold's Orchard, Wallingford, Berks.

North-East London.—February 13: Club night (Crooked Billet, 8). 18: Committee meeting (74, Carr Road, E.17, 8). **Panther Owners** (Home Counties).—February 16: Support scramble (G. K. Rae, 9.30). **Peterborough Com-**

MAKE SURE! Call at any Godfreys' Depot about the machine you have in mind. Godfreys' will do everything to **MAKE SURE** that you get the correct machine for the job.

All the best motor cycles, scooters, three-wheelers and sidecars in stock. Used machines with a 3-months guarantee which really means something.

ALL-IN ON THE ROAD EASY TERMS 24 MONTHS TO PAY

PART EXCHANGES at prices which will appeal to you
THE FINEST AFTER-SERVICE IN THE BUSINESS and
A STRAIGHTFORWARD DEAL ALL-WAYS

ALL DEPOTS HAVE WORKS ATTACHED—ALL DEPOTS OPEN ALL DAY ON SATURDAY

GODFREYS LTD

CROYDON Head Depot: 226-234 LONDON RD., CRO. 3641/3 Hours 9-6 Wed. 1 p.m. 427 BRIGHTON ROAD, S. CROYDON (near Red Dier) UPL. 8275/7 Hours 9-6 Thurs. 1 p.m.	208-210 GT. PORTLAND ST., LONDON, W.1. EUS. 4632/4 Hours 9-6 inc. Sats. Works: 1A HIGHGATE ROAD, KENTISH TOWN, N.W.5. GUL. 7761/2 Near Roebuck Town Tube Station Hours 8-5.30 Sat. 1 p.m.	94, 96 & 104 HIGH ROAD, TOTTENHAM, N.15 STAmford Hill 5656/7 Hours 9-6.30 Thurs. 1 p.m.	418 ROMFORD ROAD, FOREST GATE, E.7. GRAngewood 1234/5 Hours 9-6 Thurs. 1 p.m. Also at Bushwood Corner (Green Man), Leytonstone.	220 BARKING ROAD, EAST HAM, E.6. GRAngewood 8088 Hours 9-6 Thurs. 1 p.m.
--	--	---	--	--

AT GODFREYS YOU BUY THE BEST—BETTER

RELIANT

"HARDTOP"

£446 · 6 · 0

"COUPE"

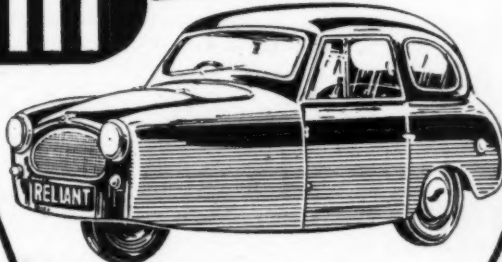
£433 · 3 · 6

5 cwt. VAN

£353 · 11 · 10

ALL PRICES INCLUDE P.T.

It's the answer to the family man's motoring problem! A car on three wheels inexpensive to buy and extremely economical to run and maintain. The Reliant gives full weather protection for four with years of trouble free motoring, 50 m.p.g., 40 m.p.h. Specification includes Fibre-glass body, 750 c.c. water cooled engine, 4-speed synchromesh gearbox, car type transmission, hydraulic brakes. Let us arrange a demonstration. H.P. Terms and Part Exchanges welcomed.



**THE
FINEST
THREE-
WHEELER
IN THE WORLD**
*from the Dealer
that Offers the
FINEST SERVICE!*

GLANFIELD LAWRENCE

LONDON

FINCHLEY

407 High Road,
N.12 (Fin. 0091)

HIGHBURY

28-32 Highbury Cnr.,
N.5 (North 2791)

CARDIFF

2-10 City Road
(Cardiff 20531)

BRISTOL

47-53 Bath Road
(Bristol 78001)

PORTSMOUTH

147 Fratton Road
(Ports. 74202)

SWANSEA

230 Oxford Street
(Swansea 50311)

SPARES

Godfreys Express Spares Service covers all the leading makes. Order from Croydon, Gt. Portland St., Forest Gate or East Ham by letter, wire or 'phone. B.S.A. Spares. Over-the-counter service at all depots.

(See Classified Advertisements)

RUDGE

Godfreys are the sole suppliers of Rudge spares. (Orders to Gt. Portland St. please.)

ACCESSORIES

All the latest and best.

REPAIRS

Contact your most convenient depot.

"EASY PAY" TERMS ON ORDERS OF £5 & OVER—SEND US YOUR ENQUIRY—QUOTES PER RETURN



JAMES GROSE HAVE THE SUIT OR COAT OF YOUR CHOICE. BELSTAFF OR ARMADRAKE. CASH OR EASY-PAY TERMS.

LADIES' SUITS

Scooterjak	24	6	6
Lincoln	24	10	11
Spodquesen	25	6	6
Black Prince	26	12	6
Ace, fur lined	28	15	0

GENT'S SUITS

Plasticon	23	15	0
Continental	24	19	6
Iron Duke	26	10	0
Black Prince	26	12	6
Ace, fur lined	28	15	0
Black Panther	28	19	6
Iron Duke, quilted	29	5	0
Black Prince, fur lined	31	0	2

Post & Pkg. 3/6

LADIES' COATS

Nonbetta	23	19	6
Vicount	25	18	11
Duplex	26	14	6

GENT'S COATS

Vicount	25	18	11
Duplex	26	14	6
Premier	26	15	0
Vallant	28	17	6
Ironhyde	28	17	6
Ironhyde, detachable lin- ing	27	15	0
Challenger	27	7	0
Meteor	31	10	10
Supersania	31	15	0

Post & Pkg. 3/6

PERSPEX WINDSHIELDS

LONDON'S FINEST SELECTION	
Jagrose Std.	25/-
Jagrose Glank	39/-
For quickly	49/-
Plating for	
Mopeds	42/-
Monsoon Bantam	43/-
Phoenix Major	53/-
Phoenix Ulster	64/-
Clearvue	69/-
Phoenix Teleflex	73/-
Conquest	81/-
Rapier	92/-
Unicorn	93/-
Golden Eagle	107/-
Phoenix Royal	112/-
Post & Pkg. 3/6	Royal Twin 158/-

CASH OR EASY PAYMENTS

BRAND NEW BEST QUALITY LEATHER JACKETS

Waist length	33/-
Sleeve	107/-
Zip	£6/5/-
Ditto, 1-length	
or Continental style	£8 19/6
P. & P. 2/6	



AVON FAIRINGS

FROM STOCK	
Lightweight Droopy	27 15/0
Standard or Droopy	
Snoot	28 6 11
Special for Vincent	
Extra large A.A. model	29 9 0
Midland Fairings	28 9 6
Streamliner	23 17 6
Cash or Easy-Pay Terms	
Send for order form	
Pkg. & Carr. 10/6	

Shaped M/C Waterproof Covers

Standard solo	21/-
Ditto, with screen	27/6
Scooter with screen	27/6
Heavy plasticised cambric	63/-

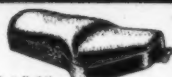
Post & Pkg. 1/6

OVER-TROUSERS

Fawn	13/11
P.V.C.	31/6
Plasticon	33/6

FREE 68-PAGE ACCESSORY CATALOGUE

Full of bargains and information. All goods over £5 can be supplied on easy payments. Get your copy NOW.



SPECIAL OFFER M/C TYRES

250 x 19	40/-	255 x 19	50/-
275 x 21	39/6	255 x 19	62/6
300 x 21 Sports	45/-	350 x 18	60/-
300 x 21 Trials	50/-	350 x 19	83/6
325 x 16	42/6	350 x 21	58/-

Post & Pkg. 3/6

DUAL SEATS

Jagrose, black and colours 62/6
Dualite, black or colours 85/-
Lycett for sprung frame 105/-
Lycett for rigid frame 110/-

COMBINED SAFETY GUARD and TELEPROP STAND

Silver	27/6
Chromium	107/6
Guard less Teleprop	
Post Paid	80/-

"EASYPAY" EXAMPLE

Black Prince Suit	6 12 6
Waddington Goggles	3 7 6
Blasinger Helmet	2 15 0
Mark VIII Goggles	1 5 0

TOTAL 14 0 0

20/- Deposit. 6 monthly at 49/10
SEND US YOUR ENQUIRY NOW!



MOTOR-CYCLE SPOT-LAMPS

Chromium	
4in. front	30/-
5in. front	38/6

Post & Pkg. 1/6

M.C GREASE GUNS

Jagrose 5.6. Teralent	79
Special for Lambretta	15/6



RADIAL PANNIER SETS

To fit straight on to individual machines. With canvas bags, 118/6. P.V.C. bags 128/6. For Lambretta with spare wheel clamp, 127/6.

JAGROSE PANNIER FRAME

Post & Pkg.	3/11
Black with folding base universal fitting, pair	28/6
Special for B.S.A. Bantam, clip-on make's colours, 22/6	
Ditto with carrier, 37/6	
Tubular quickly detachable	35/-

BLACK LEATHER CLOTH BAGS

Black Leather Cloth	43/6
Heavy green canvas	55/-

EXPERT REPAIR SERVICE

All work done in re-designed works by fully experienced mechanician.

8-HOUR SERVICE

Brakes refitted 13 per shoe, plus linings. Cylinders rebored 12/6 plus piston cost. Big Ends fitted 20/- plus cost big end.

48 HOUR SERVICE

Example B.S.A., C10 and C11. Rebores, supply and fit new piston, new valves and guides, new gaskets, clean and adjust carburettor £5 10 0 and contact points, total charge. All repairs undertaken, enquiries invited. Insurance claims handled.

HOOD or W/SCREEN APRON CLOTH

52" Black Leatherette	
Per Yard	14/6
60" Black Twill, double texture. Per yard	17/6

JAMES GROSE LTD.

HEAD OFFICE SHOWROOMS & MAIL ORDER PHONE EUSTON 5231
379-381 EUSTON RD., LONDON, N.W.1.

ESSEX DEPOT 389 EASTERN AVENUE
GANTS HILL, ILFORD VALENTINE 5661

OULTON PARK

1958 PROGRAMME
MOTOR CYCLE RACING SEASON
OPENING MEETING
EASTER MONDAY



APRIL 7th

SEND POSTCARD
Now for programme of events
and also 1958 FIX-
TURE LIST of
Motor Cycle and
Car events to:

* If you have already sent your name and address to our Mailing Dept., Fixtures will be sent to you without further request.

CHESHIRE CAR CIRCUIT LTD.

29 Eastgate Row North, CHESTER

GRAZED MUDGUARD?



Paint it out with
Nuagane TOUCH-UP

You can paint out any scratch or mark on your machine with Nuagane 'Touch-up'. Now in 150 colours to match every leading manufacturer's colour scheme. You can buy Nuagane 'Touch-up' from your local garage or any branch of HALFORDS.



Handy-size tins: 1-pint, 1-pint, 1-pint, pint and quart.

NUAGANE PRODUCTS LTD

19 Soho Square, London, W.1 GERard 3347-8-9

**"THE DUNKLEY SCOOTER
IS A WINNER FOR POWER,
APPEARANCE AND PRICE"**

SAYS JOHN SURTEES



*Photograph by courtesy of
The Motor Cycle*

NEW 4-STROKE O.H.V. ENGINE FOR SUPER PERFORMANCE

"It's a real all-round winner!" That's the enthusiastic verdict of famous T.T. rider John Surtees after thoroughly testing the new Dunkley S.65 Scooter.

He awarded the Dunkley top marks for performance, economy, appearance—everything. These All-Star Points show you why this brilliant rider thinks so highly of the Dunkley Scooter.

Its O.H.V. 4-stroke 65 c.c. engine gives more power per c.c., no 'whiskered' plugs, easy starting and longer life.

- ★ 160 MILES PER GALLON
- ★ CRUISING SPEED 30 M.P.H.
- ★ CLIMBS HILLS WITH EASE
- ★ CARRIES TWO COMFORTABLY
- ★ SWINGING ARM REAR SUSPENSION
- ★ ALL-IN-ONE LIFT-OFF BODY FOR EASY ACCESSIBILITY
- ★ CHOICE OF SMART TWO-COLOUR SCHEMES



£98.18.6
(INCLUDING £19.12.6 P.TAX)

THE DUNKLEY S.65

Miles ahead for all-round excellence!

WRITE NOW FOR DESCRIPTIVE LEAFLET TO DEPT. ME

DUNKLEY MOTORS • NATIONAL WORKS • BATH ROAD • HOUNSLOW • MIDDLESEX

Phone: HOUnslow 5459 and 9234

A

NEW**'FILTRATE' PRODUCT****COLLOIDAL SUPER**

20/40

'FILTRATE'

REGD

MULTIGRADE OIL

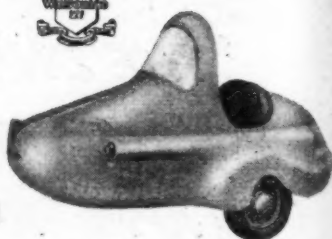
This completes with COLLOIDAL SUPER
30/50 our de luxe range of "FILTRATE"
OILS containing Colloidal Graphite.

EDWARD JOY & SONS, LTD., LEEDS. Est. 1807

What quality ..

What value ..

Watsonian !

BAMBINI

The most advanced design in current production, the Bambini Scooter sidecar sets the style for years ahead! Fibre-glass body, roomy locker, built-in lamps, attractive lines all make the Bambini the sidecar of the year. "Selected as an outstanding example of sidecar construction by the Council of Industrial Design."

Model	Chassis	Price	Total (inc. P.T.)
Marlow	LG	£48 10 0	£60 10 0
Eton	LG	£50 2 0	£62 10 0
Bambini	SC	£63 14 7	£79 10 0
Avon	VG	£62 18 6	£78 10 0
Maxstoke	VG	£78 3 2	£97 10 0
Monaco	Mono	£111 8 5	£139 0 0

Convert your Standard VG21 chassis to latest Spring Wheel with or without brake hub. Write for leaflet SPU.

WATSONIAN

19 ALBION ROAD · GREET · BIRMINGHAM 11

**EVERY
MECHANIC**
(PROFESSIONAL
OR DO-IT-YOURSELF)
SHOULD USE

**GRE-SOL**

Are YOU in the Black Hand Gang? Modern GRE-SOL jelly cleanser cleans off grime, swiftly and effectively; and, being antiseptic, prevents infection from cuts and scratches.

GRE-SOL is a boon on journeys, it cleanses and disinfects without water. Don't use half-measures—GRE-SOL gives you clean hands after any job. (And it costs only 1/6.) From Garages, Ironmongers, and Stores everywhere.

GRE-SOLVENT CO., WHITEHALL ROAD, LEEDS, 12
Tel. 16363

NOMAD MK II Suit Exclusive New Features as shown on left

- ★ Guaranteed Completely Stormproof.
- ★ Extra strong RAINSHEDDER Black P.V.C.
- ★ Fleecy lined.
- ★ Provision for detachable linings throughout.

Sold separately:
JACKET £11-
TROUSERS £2-6
Complete Suit

£6.9.6

- ★ Warm quilted DETACHABLE jacket lining (body & sleeves) 33/6 optional extra.
- ★ Warm quilted DETACHABLE trouser lining 33/6 optional extra.

Specially cut for LADIES in Blue, Green, Wine or Black - same Price.

Store 54 to 44 chest, 29 to 34 inside leg.

HUSKY Coat

- ★ Guaranteed completely stormproof.
- ★ Tough RAINSHEDDER black P.V.C.
- ★ Fully cut. Fitted "Aqua-shed" on cuff.
- ★ Good length (50in. long, size 40 chest).
- ★ AS SUPPLIED TO POLICE PATROL OFFICERS.
- ★ Complete with detachable lining.

Sizes: 34-44
Price Complete **£7.10.6**

STELLETT Coat

- ★ Just perfect for motor cycling or snow-cycling.
- ★ Smartly cut - completely stormproof.
- ★ Fleecy lined throughout.
- ★ Exclusive - Apron Front.
- ★ Supple P.V.C. in Black, Blue or Wine shades.

Sizes: 34 to 38 bust
Price **82.6**

Detachable medium weight body and sleeve lining 14/11 extra.

TEXAN Boots

- ★ All leather, lined throughout with soft luxurious sheepskin.
- ★ Exclusive "weather-sealed" gusset and ankle strap.
- ★ Excellent for wear with 2-piece suits.

Sizes: Gents 6-12. Black
Price **£4.19.6**

PERSONAL SHOPPERS IN BIRMINGHAM, SHEFFIELD, ST. ALBANS and LONDON: Visit any of the addresses below and see our fine range of clothing without delay!

Callers also welcomed at:-

MIDLAND AGENT:
N. JONES, 19-20, SPICEL STREET,
(BULL RING) BIRMINGHAM.
Tel: Midland 3351

NORTHERN AGENT:
N. JONES, 43-45, SNIG HILL,
SHEFFIELD.
Tel: Sheffield 26168

D. LEWIS LTD., 32, MARKET PLACE
ST. ALBANS. Tel: 2098

Personal callers welcome at

D. Lewis LTD

Tel: MUSEum 4314

124 GT. PORTLAND ST., LONDON, W.1.

THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING!

For Style and Fit -It's "AVIAKIT"!

BRONX Jacket

- ★ King of the highway for looks and wind-resistant warmth!
- ★ Hand selected solid leathers.
- ★ Lustrous quilted lining.
- ★ Zipper pockets and cuffs.
- ★ Snap-back lapels.
- ★ Jet black.

£9.18.6

Sizes: Gents 34-44 chest. Ladies 34-38 bust.

A real Crackerjack

The "COUNTRYMAN"

- ★ Comfortable and good-looking.
- ★ Really tough, hard wearing.
- ★ Made from selected chrome leather.
- ★ Two large pockets.
- ★ All-round leather waist-band and waist extension.
- ★ Warmly lined throughout.

£6.12.6

Size Chest: 34-44.

★ "AVIAKIT" P.V.C. REPAIR OUTFIT.
Repairs tears, rips, cuts and abrasions to your P.V.C. clothing at home. Complete **3/9**

PANTHER Suit

- ★ GUARANTEED COMPLETELY STORMPROOF
- ★ Hard-wearing black proofed gaberdine.
- ★ Lined throughout (including sleeves).
- ★ Concealed 2-position zip front.
- ★ Adjustable ankles and cuffs.

Sold separately:
JACKET £45.6
TROUSERS £35.0

£7.10.6

Complete Suit

Men's sizes: 34-44 chest. 29in. to 34in. inside leg.

Detachable quilted body and sleeve lining available if required 33/- extra.

ONLY THE SPECIALIST ACHIEVES PERFECTION. As specialists in motorcycle clothing we have been solving problems for over 50 years. Let us solve yours.

★ "AVIAKIT" protective clothing is made from guaranteed "RAINSHEDDER" P.V.C. The greatest step forward for years in the production of first-class waterproofs. ★ GUARANTEED ABSOLUTELY STORMPROOF ★ NON-STICKY ★ EASILY CLEANED WITH DAMP CLOTH ★ Don't confuse "Rainshedder" with the thin plastic sheeting often offered.

★ A visit to D. LEWIS LTD. is well worth while. Come and inspect our large stocks of all famous makes of motor cycle clothing. If you cannot call, write AT ONCE for our latest 32-page FULLY ILLUSTRATED CLOTHING CATALOGUE. (4d. in stamps would be appreciated).

SNOWDON Glove

- ★ Specially selected hides.
- ★ "Varylene" stitching for extra wear.
- ★ Lined throughout with genuine lambs-wool.
- ★ Rain-excluding Snapitite gauntlet.
- ★ "Scotchlite" safety strip.

Black or Brown. Size 8 to 11.
52/6

DRIBAK Glove

- ★ Warm sheepskin lined throughout.
- ★ Waterproof backs.
- ★ Solid hide palm and thumb.
- ★ An old favourite and first-class value.

Black only. Sizes: 8½ to 11.
29/9

GLOVE ACCESSORIES

Waterproof (P.V.C.) Overmitts..... 5/9
Double-texture Overmitts..... 7/11
White Art Silk Inners..... 6/6

TUFFLERS "Keep your neck dry with the exclusive 'AVIAKIT' 'TUFFLER.' Obtainable only from D. Lewis Ltd. or 'AVIAKIT' Agents. For 'HUSKY' and 'NOMAD.' In Red only. **4/3**

ALL ORDERS POST FREE! Important! ORDER SERVICE PLEASE ADDRESS YOUR ORDERS TO: Mr. G. Lewis, 124 Great Portland Street, London, W.1. FOR PERSONAL SHOPPERS: Open daily until 5.30 p.m. Closed 1 p.m. Thursdays, 6.30 p.m. Fridays. Personal callers welcome. OPEN ALL DAY ON SATURDAYS UNTIL 5 P.M. Please state height and chest when ordering.

COMPLETE STOCKISTS OF AVIAKIT, BELSTAFF and ARMADRAKE CLOTHING



WISE HEADS WEAR Everoak (IMPACT TESTED) SAFETY HELMETS

B.S.I.
APPROVED

Made by
EVERITT W. VERO
& CO. LTD.,
Renowned for
HEADGEAR



Everoak
T.T.
75/-



Everoak
ACE
49/6



CORK
Everoak
63/-



STANDARD
Everoak
55/-

ASK TO SEE THE
POCKET
FOLDING GAP.
Everoak

Smart, Fashion-
able, Shower-
proof—
A real boon!

12/6

H.J.S. GIANT WINDSCREEN

18" x 16" x 3/16" "Perspex" as illustrated

COMPLETE
EASY TO FIT

37/6

POST & PACKING 2/6

C.O.D. 1/6 EXTRA

MONEY

REFUNDED

IF NOT

DELIGHTED

SUPER MODEL

24" x 18" x 3/16" "Perspex" P. & P. 2/6d.

24" horizontal. Ideal for combos and

Scooters.

Obtainable only from H.J.S. MANUFACTURING CO. Dept. M.Y.
HAMILTON WORKS, WARWICK ST., EARLSDON, COVENTRY
U.K. Only Phone 68893 Immediate Delivery

BRAND NEW GENUINE EX-ARMY

DESPATCH RIDERS

STORMPROOF COATS

Acknowledged to be
one of the best
motorcycle coats ever
made.

GUARANTEED TO BE WARM AND
COMPLETELY STORMPROOF.

Specially designed to strict Ministry
specifications, we know that all Motor-
cyclists will be completely delighted
with this D.R. coat. If not we guarantee to refund
in full incl. all postage.

Size 44 and 46 3/6 extra.

Also available: Brand new ex-army JEEP JACKETS

65/- Post/pkg. 2/6.

JEFF STORES LTD., (Dept. M.C.) 408 Green

Street, Upton Park, E.13.

67/6

Pat/Pkg

3/6



CLASSIFIED ADVERTISEMENTS

Use this Form for your Sales and Wants

To "The Motor Cycle" Classified Advertisement Dept., Dorset House, Stamford St., London, S.E.1.

* Telephone: WATerloo 3333 *

PLEASE INSERT THE ADVERTISEMENT INDICATED ON FORM BELOW

- RATE: 6/6 PER LINE, MINIMUM 13/-
Average Line 7 words.
- NAME AND ADDRESS TO BE INCLUDED IN CHARGE
IF USED IN ADVERTISEMENT.
- BOX No. if required, add 2 words plus 1/-
- Cheques, etc. payable to Iliffe & Sons Ltd. cross'd & Co.
- PRESS DATE: FIRST POST MONDAY.

NAME.....

ADDRESS.....

Please write in block letters with ball pen or pencil.

NUMBER OF INSERTIONS REQUIRED.....

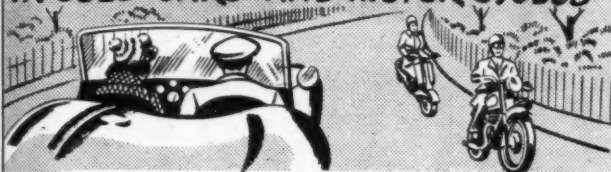
REMITTANCE VALUE.....ENCLOSED

13 FEBRUARY 1958

THE MOTOR CYCLE

14

ALL THE BARGAINS IN USED CARS AND MOTOR CYCLES



SAVE ££'s ON THESE SCOOTERS

1951 VESPA, 125 c.c., good appearance and condition	£55 10
1953 LAMBRETTA, 150 c.c. model D, w. screen, pin.	£75 10
1954 VESPA, 125 c.c., recent overhaul and respray	£79 10
1955 LAMBRETTA, 160 c.c., w. screen, pillion	£105 10
1955 LAMBRETTA, 150 c.c., w. screen, pillion, blue	£109 10
1956 VESPA, 125 c.c., w. screen, pillion, carrier	£109 10
1957 PHOENIX, 150 c.c. Villiers engine, maroon, cream	£119 10
1958 LAMBRETTA, 150 c.c. LDB, pillion, screen, 1 owner	£119 10
1957 PROGRESS, 200 c.c., 4 speed, d/seat, carrier	£139 10
1957 PIATTI 125 c.c., as new and spare wheel	£99 10
1956 VICTORIA 50 c.c. Nicky 600 miles	£79 10
Unworn VESPA 125 c.c. Shop sold	£139 10
1957 VESPA 125 c.c., ultra red, under 2,000 miles, fitted with Canterbury Demon silecar.	£179 10

MARBLE ARCH MOTOR SUPPLIES

Head Office: Main Showrooms and Mail Order Dept.

CAMBERWELL GREEN, LONDON, S.E.5 (ROD 2181)

WEST END SCOOTER SHOWROOMS: 115 Edgware Road, Marble Arch. W.2 PAD 6894/5

COMBINATIONS for the Family Man

1948 (Reg.) HARLEY-DAVIDSON, 750 c.c. Twin, C/A saloon	£85 10
1948 B.S.A., 500 c.c. Model M20, d/seat, Swallow C/A s/car	£89 10
1954 B.S.A., 250 c.c. C110, springer, 4 speed, Watsonian Windsor lightweight s/car	£99 10
1954 TRIUMPH, 650 c.c. Thunderbird, sprung hub, fine condition, new Watsonian Max-stroke s/car	£219 10
1956 (Reg. '57) ARIEL, 650 c.c. Huntmaster, Avon fairing, Watsonian Avon s/car, under 9,000 miles	£225 0

THREE-WHEELERS

DON'T MISS THIS SPECIAL OFFER

NEW 1957 BOND FAMILY DE LUXE
With self starter Reduced to £318.11.7
NEW 1957 GORDON DE LUXE With self
starter Reduced to £299.10.4

CARS—Why not Part Exchange your SOLO—SCOOTER—COMBINATION OR 3 WHEELER

Your present H.P. account settled

1936 AUSTIN 10 Lichfield saloon, black	£65
1939 MORRIS 8 Series "E" 4-door saloon, black	£145
1946 VAUXHALL 12 saloon, black, one owner since new	£245
1947 ARMSTRONG SIDDELEY coupe, 16 H.P. beige, heater	£295
1953 FORD Popular, reconditioned engine, heater, taxed	£299
1949 ARMSTRONG SIDDELEY hardtop, 16 H.P., radio, heater, taxed year	£375
1956 HILLMAN Husky, radio, heater, excellent condition	£495

NEW RELIANT Regal hardtop saloon in 2-tone Grey/blue.
IMMEDIATE DELIVERY FROM STOCK.

SOME SELECTED USED SOLOS

1950 B.S.A., 250 c.c. Model C11, teles, 3 speed, 1/ch.	£49 10
1947 TRIUMPH, 500 c.c. Speed Twin, teles, d/seat	£59 10
1954 TRIUMPH, 150 c.c. Terrier, d/seat, spring frame	£89 10
1957 B.S.A., 125 c.c. Bantam, springer, d/seat, 1 owner	£75 0
1952 VELOCETTIE 300 c.c. silent L.B.	£89 10
1937 JAMES, 99 c.c. Comet, streamlined, springer	£69 10
1950 VINCENT, 500 c.c. Comet, Twin brakes, d/seat, alarm	£89 10
1956 TRIUMPH, 200 c.c. Cub, 7,000 m., d/seat, car.	£96 0
1953 ARIEL, 500 c.c. Twin, spring frame	£96 10
1950 FRANK-BARNETT, 250 c.c. Cruiser, w. screen	£120 0
1955 B.S.U., 250 c.c. Max, streamlined sports sprg.	£125 0
1955 TRIUMPH, 650 c.c. Thunderbird, alarm, v. clean	£159 10
1955 MATCHLESS, 500 c.c. Twin, alarm susp, d/seat, maroon and chrome tank, good tyres, etc.	£165 10
1955 (Dec.) B.S.A., 650 c.c. Golden Flash, alarm, beige	£179 10
1956 (Dec.) NORTON, 600 c.c. Model 99 Dominator, featherbed frame, silver-grey and chrome	£189 10

Please Send me—☐ List of Used Motorcycles.
☐ Camping Catalogue. ☐ Easy Terms Proposal Form.
(Tick that which applies)

Name

Address

SEND
THIS
WE'LL DO
THE REST



H.L. Fruin...

LONG LIFE VACROM

CHROMIUM PLATED
COMPRESSION RINGS

"I use Hepolite VACROM Piston Rings because of their long life and ability to reduce bore wear. I can now go a whole season on one set of rings. That is why I recommend them to my customers when they ask for a rebore."

Hepolite VACROM Compression Rings are Chromium Plated on the periphery to a thickness of .003". The ring material is HG. 22, centrifugally cast and heat treated.

FIT **VACROM** CHROMIUM-
PLATED COMPRESSION RINGS

HEPWORTH & GRANDAGE LTD., BRADFORD, 4



BEST in the world!



KING'S OF OXFORD KING'S

ALL ROUND SERVICE!

NO GUARANTORS
REFERENCES
ENQUIRIES

and the safest, easiest Hire
Purchase terms in Great Britain.

We pride ourselves on giving the finest
after-sales service in the country—there are
15 branches throughout Great Britain
always ready and willing to serve and
service you.

10 MINUTE DEALS
After a personal, friendly deal
you can ride away on the
machine of your choice in
10 mins. KING'S see to
etc.—all you do is
sign your name.

5,000

USED bikes—really good quality post-war and FULLY
GUARANTEED machines—all makes and models for
every pocket and purpose—you just can't fail to find
the bike you want!

1/3rd DEPOSIT Pay us a
visit, pay your deposit, and you can be away on just the
bike you want in 10 minutes. No fuss, no formalities.

SAVE £££'s!

If you deal with us. We give the highest possible
allowance on your car, scooter, motor-bike or
3-wheeler in part exchange for one of our
bargains.

GUARANTEE If you are not satisfied with
the machine when you get it,
WE GUARANTEE to exchange it FREE
OF CHARGE for any other of similar value
in stock WITHIN 7 DAYS.

15 NATION WIDE BRANCHES TO SERVE & SERVICE YOU

OXFORD
MANCHESTER
BIRMINGHAM
WOLVERHAMPTON
HALIFAX
HASTINGS
GLASGOW
BLACKBURN
LEICESTER
WORKSOP
PLYMOUTH
BRISTOL
HEANOR
SLEAFORD
LUTON

P.O. Box No. 9, New Road
770, Chester Road
18/20, Bristol Street
1, Birmingham Road
25, Horton Street
Norman Road, St. Leonards
55, Hamilton Road, Tollcross
25, Penny Street
Belgrave Gate
Carlton Road
Wolsley Road, Milehouse
Stokes Croft
34, Market Street
30, Boston Road
Park Street

Fill in this coupon NOW and send it to
KING'S, NEW ROAD, OXFORD

I'm thinking of buying a.....

Please send me list and all the gen for a deal to save me
£££'s and give real satisfaction.

NAME

ADDRESS

We recommend



B/13/2

for every bike

RATES: 13/- for 2 lines or less and 4/6 for every additional line or part thereof, average line 7 words. Each paragraph is charged separately. Name and address must be paid for. All advertisements must be strictly prepaid.

BOX NUMBERS
For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- extra to defray the cost of registration and postage, which must be added to the advertisement charge. Replies should be addressed to "Box 0000 c/o 'The Motor Cycle', Dorset House, Stamford Street London, S.E.1."

THE Motor Cycle CLASSIFIED ADVERTISEMENTS

PRESS DATE:
FIRST POST MONDAY.

Advertisements that arrive too late for a particular issue will be inserted in the following issue unless accompanied by instructions to the contrary. Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons Ltd., and crossed & Co. The publishers are not responsible for clerical or printers' errors although every care is taken to avoid mistakes. The Publishers retain the right to refuse or withdraw advertisements at their discretion.

APPROVAL SCHEME
Readers replying to advertisements in these columns and wishing to take advantage of "The Motor Cycle" Approval Scheme facilities should send for particulars, which are available on application.

ADLER

R&C AUTOCARS, Ltd., 96, Park Lane, W.1. Sole concessionaires for Adler motor cycles, scooters S and mopeds, immediate delivery Junior model with 12-volt starter and luggage carrier; £165/1/3 incl. P.T. [0075/R]

COMERFORDS for Adler from stock.—Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531. [C1006]

ADLERS—All models for immediate delivery: spares service, etc.—Avon Autos, 165, Uxbridge Rd., Hanwell, W.7. Tel. Ealing 4327. [0051/R]

A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [1017/R]

KING'S OF OXFORD.
1958 A.J.S. models, you'll get the deal of deals at King's, the easiest friendly terms; immediate delivery 10 mins. visit, 24 hours post. any motor cycle, three-wheeler or car in part exchange; write or call now, remember there's a really national service behind you at KING'S OF OXFORD, New Rd., Oxford. [C1171]

COMERFORDS—£165!! 1956 A.J.S. 20 twin, beautiful machine, 1838 year.
COMERFORDS—£381!! 1951 A.J.S. twin, sarm springer, good black and chromium finish, whole machine very well maintained.
COMERFORDS—£351!! 1947 A.J.S. 350 ohv, teles., good tyres, round, 1,000 other machines.—Portsmouth Rd., Thames Ditton. [C1006]

WHITE & MARTIN for your new A.J.S.: part exchanges; h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R]

SLOCOMBES OF NEASDEN!!! For your new 1958 A.J.S.: always a good selection of guaranteed used models.
SLOCOMBES—1954 A.J.S. 16S 500cc ohv sarm, re-conditioned engine: £135.
SLOCOMBES—1955 A.J.S. 16MS 350cc ohv sarm, full s width hubs, nice condition; £149 10.—Immediate ride away, h.p. terms, part exchange with pleasure.—23-27, Neasden Lane, N.W.10. Gladstone 3355. [C1115]

BOB KEELER, Ltd., offer all A.J.S. models for immediate delivery, top prices for part exchanges. —125-131, Ealing Rd., Wembley 2150. [0194/R]

WHITBYS OF ACTON—New models in stock, exchanges, h.p., spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the A.J.S. buyers—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares. C.O.D. and exchange service.

C.D. Footscray Rd., New Eltham, S.E.9. Eltham 1173. [0171]

CLAUDE RYE, Ltd., A.J.S. specialists—Spares: 895, 921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

HOE STREET GARAGE, Ltd.—Genuine A.J.S. spares; c/nter, c.o.d. trade.—414, Hoe St., W'stow. R.T. Tel. Coper 1710. [0272]

GUS KUHN—Genuine A.J.S. spares stockists, 275, Chapman Rd., S.W.9. Brixton 5604 and 9335. Prompt c.o.d. by return service. [0133/R]

KAYS OF EALING, Ltd., A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return—8-10, Bond St., Ealing, W.5. Eal. 2367. [S1169/R]

LITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Baltham 1200.—Visit range of A.J.S. spares. Call or sent C.O.D. [S1169/R]

PITNEY AUTOS—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6367. [S1136/R]

PRIDE & CLARKE
TAX AND INSURANCE
INCLUDED IN
TERMS

1500
SUPERB
BARGAINS

- 1/3rd DEPOSIT
- 24 MONTHS TO PAY
- Save £15-£50 by selecting your bargain now. Study the following small section from our huge stocks. Never again values so high or prices so low. The bike you've always wanted at a price you can easily afford with ownership much easier by our famous "pay as you ride" plan. Third party, fire and theft insurance ONLY required, included in terms if you wish.
- Written guarantee. Every machine marked clearly with its price.

	SCOOTERS AND MOPEDS	Cash Price
Mobyette, '56, 49 c.c. Master Moped	£119 10	
N.S.U., '56, 49 c.c. Master Moped	£26 10	
N.S.U., '56, 49 c.c. Quickly de luxe, 2 speed	£35 10	
Mobyette, '57, 49 c.c. de luxe Moped, as new	£42 10	
Leopard, '57, 49 c.c. de luxe Scooter, screen	£45 10	
B.S.A., '57, 70 c.c. "Dandy" Scooterette	£59 10	
Vespa, '54, 125 c.c. de luxe Scooter	£59 10	
H.M.W., '57, 49 c.c. de luxe Moped, 3 speed	£59 10	
Leopard, '57, 49 c.c. de luxe Scooterette, screen	£59 10	
Lambretta, '54, 125 c.c. de luxe Scooter, screen	£69 10	
Alpino, '57, 75 c.c. de luxe Scooter, extras, as new	£79 10	
Vespa, '56, 125 c.c. de luxe Scooter	£79 10	
Zundapp, '54, 200 c.c. de luxe Scooter, screen	£79 10	
Lambretta, '55, 125 c.c. de luxe Scooter, spare wheel	£89 10	
Rumi, '56, 125 c.c. de luxe Twin Scooter	£99 10	
Zundapp, '56, 150 c.c. Bella de luxe Scooter, extras	£99 10	
Pirilla, '57, 153 c.c. de luxe Scooter, extras	£99 10	
Lambretta, '56, 150 c.c. LD de luxe, extras	£109 10	
Terror, '57, 125 c.c. de luxe Scooter, extras	£109 10	
Moby, '56, 125 c.c. de luxe, spare wheel, extras	£109 10	
Vespa, '56, 125 c.c. "New World" Scooter	£109 10	
Zundapp, '55, 200 c.c. Bella de luxe, screen, etc.	£119 10	
Vespa, '57, 125 c.c. de luxe "New World" scooter	£119 10	
N.S.U., '56, 150 c.c. "Prima" de luxe Scooter	£119 10	
Lambretta, '57, 150 c.c. LD de luxe Scooter, extras	£119 10	
Zundapp, '56, 200 c.c. Bella de luxe, self starter	£139 10	
H.M.W., '56, 250 c.c. O.H.V. Mod. 3, telers	£139 10	
Heinkel, '56, 175 c.c. Luxury Scooter, as new	£139 10	
Cossens, '57, 197 c.c. Luxury Scooter, low mileage	£149 10	

SOLOS

- B.S.A., '52, 125 c.c. DI Bantam, springer- £39 10

- B.S.A., '48, 350 c.c. O.H.V. B.31 de luxe, teles- £39 10

- Triumph, '47, 350 c.c. O.H.V. T.31 Twin, teles- £49 10

- B.S.A., '54, 125 c.c. DI Bantam, springer- £49 10

- P. Enfield, '51, 250 c.c. O.H.V. Mod. 3, telers- £49 10

- Triumph, '47, 500 c.c. O.H.V. Speed Twin, teles- £49 10

- B.S.A., '52, 350 c.c. O.H.V. C11 de luxe, springer- £49 10

- Indian, '56, 250 c.c. O.H.V. A7 Twin, springer- £49 10

- Douglas, '50, 350 c.c. O.H.V. Twin, springer- £49 10

- B.S.A., '55, 125 c.c. DI Bantam, springer- £59 10

- Vincent N.S.U., '55, 88 c.c. de luxe- £59 10

- B.S.A., '50, 500 c.c. O.H.V. A7 Twin, springer- £59 10

- Velocette, '53, 200 c.c. LE water-cooled Twin, springer- £59 10

- P. Enfield, '53, 350 c.c. O.H.V. Mod. 6, teles- £59 10

Continued Overleaf	
SCOOTERS AND MOPEDS	
Mobyette, '56, 49 c.c. Master Moped	£119 10
N.S.U., '56, 49 c.c. Master Moped	£26 10
N.S.U., '56, 49 c.c. Quickly de luxe, 2 speed	£35 10
Mobyette, '57, 49 c.c. de luxe Moped, as new	£42 10
Leopard, '57, 49 c.c. de luxe Scooter, screen	£45 10
B.S.A., '57, 70 c.c. "Dandy" Scooterette	£59 10
Vespa, '54, 125 c.c. de luxe Scooter	£59 10
H.M.W., '57, 49 c.c. de luxe Moped, 3 speed	£59 10
Leopard, '57, 49 c.c. de luxe Scooterette, screen	£59 10
Lambretta, '54, 125 c.c. de luxe Scooter, screen	£69 10
Alpino, '57, 75 c.c. de luxe Scooter, extras, as new	£79 10
Vespa, '56, 125 c.c. de luxe Scooter	£79 10
Zundapp, '54, 200 c.c. de luxe Scooter, screen	£79 10
Lambretta, '55, 125 c.c. de luxe Scooter, spare wheel	£89 10
Rumi, '56, 125 c.c. de luxe Twin Scooter	£99 10
Zundapp, '56, 150 c.c. Bella de luxe Scooter, extras	£99 10
Pirilla, '57, 153 c.c. de luxe Scooter, extras	£99 10
Lambretta, '56, 150 c.c. LD de luxe, extras	£109 10
Terror, '57, 125 c.c. de luxe Scooter, extras	£109 10
Moby, '56, 125 c.c. de luxe, spare wheel, extras	£109 10
Vespa, '56, 125 c.c. "New World" Scooter	£109 10
Zundapp, '55, 200 c.c. Bella de luxe, screen, etc.	£119 10
Vespa, '57, 125 c.c. de luxe "New World" scooter	£119 10
N.S.U., '56, 150 c.c. "Prima" de luxe Scooter	£119 10
Lambretta, '57, 150 c.c. LD de luxe Scooter, extras	£119 10
Zundapp, '56, 200 c.c. Bella de luxe, self starter	£139 10
H.M.W., '56, 250 c.c. O.H.V. Mod. 3, telers	£139 10
Heinkel, '56, 175 c.c. Luxury Scooter, as new	£139 10
Cossens, '57, 197 c.c. Luxury Scooter, low mileage	£149 10

PRIDE & CLARKE
158, STOCKWELL ROAD, LONDON, SW9
Phone: BR1 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9am to 6pm, Wednesday 9am to 5pm

A.J.S. SPARE PARTS
RAPID MOTORS—100% Matchless and A.J.S. ter-ride stocks; exchange service for clutch plates, brake shoes, forks, tanks, gear boxes and cylinder barrels, immediate c.o.d.—70, Godstone Rd., Whyteleafe, Surrey. Uplands 0695; and 269, Haydon's Rd., Wimbledon. Cherrywood 3202. [S1162/R]
GODFREYS, Ltd.—A.J.S. and Burman spares stock-ists, c.o.d.—226-234, London Rd., Croydon, Cro. 3641-3; 208-210, Ot. Portland St., W.1. Eus. 4632-4; 418 Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., E. Ham. Gra. 8088; 94-96, Hix Rd., Tottenham Sta. 5656. [S1052/R]

AMBASSADOR
AMBASSADOR—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Road 3153-5. [0098/R]

COMERFORDS—£85!! 1956 Supreme 225cc, careful owner, looks and runs as new.
COMERFORDS—£381!! 1957 Envoy 197cc with 9E engine, low mileage, all 1958 models for immediate delivery; 1,000 other machines.—Portsmouth Rd., Thames Ditton. [C1006]

TIPPS OF SOUTH HARROW for new Ambassadors: G terms, exchanges.—568, Northolt Rd., Tel. Tho. 4987. [C1053/R]

IMMEDIATE delivery of Ambassadors—F. W. Clark, 1560-562, London Rd. Thornton Heath. Tel. Tho. 4987. [C1165/R]

59—Ambassador September 1955, 197cc Villiers, dual seat, windshield, one careful owner, free tax and insurance; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

AMBASSADOR SPARE PARTS
SPEEDWAY OF ACTON for all Ambassador spares: 24-hour c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2. [S1121/R]

ARIEL
A WHITBYS OF ACTON—Biggest dealers in the h.p. County for Ariel, immediate delivery, 5355, exchanges.—273, Acton Vale, London, W.3. She. [C1128/R]

KING'S OF OXFORD.
1958 Ariels in stock, immediate delivery; easiest of easy friendly terms; any exchanges, cars, motor cycles, 3-wheelers, etc.; visit and ride away New Ariel 10 minutes or 24 hours by post; the finest deal of all at KING'S OF OXFORD, New Rd. Oxford. [C1171]

ROWLAND SMITH'S for Ariel. New models in stock.

FREE tax and insurance with second-hand motor cycles.
245—Ariel Four 1955 model, 1,000cc Mark 2 spring-frame combination, exceptional condition; choice of 2.

195—Ariel Huntmaster July 1955, 646cc ohv spring-frame combination, matching Maxstoke 2-seater, one careful owner.

105—Ariel twin 1952, 498cc ohv spring-frame combination, windshield, fillion.

49—Ariel 1948 497cc ohv combination, coupe sidescar, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9. [C189]

'57 Ariel 500 twin, under 3,000 miles, as brand new; £189.

'54 Ariel 350, springer, dual seat, screen; £99.

'52 Ariel 500, springer, Avon Fairing; £79.—Tel. Brixton 6555; terms and exchanges. [C1122]

1951 Ariel 600 VB, spring frame, c/adult s/car, good cond.; £70 o.n.o.—Amb. 5378. [7195]

SALES & WANTS
Turn to page 13 for Advertisement Form

PRIDE & CLARKE

1,500 SUPERB BARGAINS

Continued from previous column
TAX & INSURANCE INCLUDED IN TERMS

Cash Price	
289 10	James, '36, 150 c.c. "Cadet" de luxe, springer
299 10	Knoxiator, '37, 150 c.c. Comet de luxe, springer
299 10	Triumph, '40, 500 c.c. O.H.V. Speed Twin, springer
299 10	B.S.A., '52, 500 c.c. O.H.V. B.31 de luxe, springer
299 10	Triumph, '54, 150 c.c. O.H.V. Terrier, springer
299 10	F. Barnett, '55, 150 c.c. Villiers de luxe, springer
279 10	Triumph, '55, 500 c.c. O.H.V. Tiger Cub, springer
279 10	Matchless, '56, 500 c.c. O.H.V. Mod. G.468, s/arm
279 10	A.S.A., '54, 250 c.c. O.H.V. C.11 de luxe, springer
279 10	Triumph, '51, 250 c.c. O.H.V. B.31 de luxe, springer
279 10	Triumph, '50, 500 c.c. O.H.V. Dominator Twin, s/arm
279 10	Triumph, '49, 500 c.c. O.H.V. T100 Twin, springer
279 10	A.S.A., '51, 500 c.c. O.H.V. Mod. 18 Trials Twin, s/arm
279 10	Tandon, '57, 197 c.c. Villiers de luxe, s/arm
299 10	Amateur, '53, 225 c.c. Villiers de luxe, s/arm
299 10	B.S.A., '55, 250 c.c. O.H.V. C.11 de luxe, springer
299 10	B.S.A., '51, 500 c.c. O.H.V. Star Twin, springer
299 10	Bus, '56, 197 c.c. Villiers de luxe, s/arm
299 10	Volocette, '55, 250 c.c. LE water-cooled Twin, springer
299 10	Ariel, '52, 500 c.c. O.H.V. Red Hunter Twin, springer
299 10	Triumph, '53, 500 c.c. O.H.V. Speed Twin, springer
299 10	F. Barnett, '55, 197 c.c. Villiers de luxe, s/arm
299 10	James, '56, 500 c.c. O.H.V. B.31 de luxe, s/arm
299 10	Vincent, '56, 500 c.c. O.H.V. B.31 de luxe, s/arm
299 10	B.S.A., '57, 150 c.c. Bantam Major, s/arm
299 10	F. Barnett, '55, 197 c.c. Villiers de luxe, s/arm
299 10	Ariel, '51, 1,000 c.c. O.H.V. Square 4, springer
299 10	Matchless, '54, 500 c.c. O.H.V. Mod. G.468, s/arm
299 10	Triumph, '55, 250 c.c. O.H.V. Tiger Cub, springer
299 10	Matchless, '53, 500 c.c. O.H.V. Mod. G.314, s/arm
299 10	Sunbeam, '52, 500 c.c. O.H.V. B.31 de luxe, springer
299 10	A.S.A., '54, 250 c.c. O.H.V. B.31 de luxe, springer
299 10	F. Barnett, '55, 250 c.c. O.H.V. B.31 de luxe, springer
299 10	B.S.A., '53, 500 c.c. O.H.V. B.31 de luxe, springer
299 10	Triumph, '52, 500 c.c. O.H.V. Thunderbird, springer
299 10	A.S.A., '54, 250 c.c. O.H.V. Mod. 16MS, s/arm
299 10	Wolfe Gunt, '57, 99 c.c. Ziegler Sports, springer
299 10	Volocette, '54, 250 c.c. O.H.V. Mod. MAC, s/arm
299 10	B.S.A., '52, 500 c.c. O.H.V. A7 Twin, springer
299 10	F. Barnett, '57, 197 c.c. Villiers de luxe, s/arm
299 10	Triumph, '53, 500 c.c. O.H.V. Thunderbird, springer
299 10	B.S.A., '55, 350 c.c. O.H.V. B.31 de luxe, s/arm
299 10	Horien, '54, 500 c.c. O.H.V. Dominator Twin, s/arm
299 10	Triumph, '54, 500 c.c. O.H.V. Mod. G.314, s/arm
299 10	Horien, '54, 500 c.c. O.H.V. Mod. B.31 de luxe, s/arm
299 10	Ariel, '57, 200 c.c. O.H.V. "Colt", springer
299 10	Triumph, '57, 250 c.c. O.H.V. Tiger Cub, s/arm
299 10	James, '57, 197 c.c. Villiers de luxe, s/arm
299 10	Ariel, '54, 350 c.c. O.H.V. Red Hunter, s/arm
299 10	Matchless, '52, 500 c.c. O.H.V. B.31 de luxe, springer
299 10	A.S.A., '54, 250 c.c. O.H.V. Mod. G.314, s/arm
299 10	James, '57, 225 c.c. Villiers de luxe, springer
299 10	R. Enfield, '56, 350 c.c. O.H.V. Bullet, s/arm
299 10	Norton, '55, 250 c.c. O.H.V. "Max" de luxe, s/arm
299 10	Triumph, '54, 500 c.c. O.H.V. Mod. G.314, s/arm
299 10	B.S.A., '55, 500 c.c. O.H.V. Mod. B.31 de luxe, s/arm
299 10	A.S.A., '54, 250 c.c. O.H.V. Red Hunter, s/arm
299 10	B.S.A., '57, 250 c.c. O.H.V. Mod. G.314, s/arm
299 10	Douglas, '57, 250 c.c. O.H.V. Dragonfly Twin, s/arm
299 10	A.S.A., '54, 500 c.c. O.H.V. Red Hunter, s/arm
299 10	Ariel, '53, 500 c.c. O.H.V. Mod. 20 Twin, s/arm
299 10	Triumph, '54, 500 c.c. O.H.V. Tiger 110 Twin, s/arm
299 10	A.S.A., '55, 350 c.c. O.H.V. Mod. 16MS, s/arm
299 10	Ariel, '54, 500 c.c. O.H.V. Red Hunter, s/arm
299 10	B.S.A., '54, 500 c.c. O.H.V. Mod. 20 Twin, s/arm
299 10	F. Barnett, '57, 250 c.c. O.H.V. de luxe, springer
299 10	Triumph, '56, 500 c.c. O.H.V. Thunderbird, s/arm
299 10	B.S.A., '56, 500 c.c. O.H.V. B.31 de luxe, springer
299 10	Ariel, '54, 500 c.c. O.H.V. Mod. 20 Twin, s/arm
299 10	Matchless, '54, 500 c.c. O.H.V. Mod. G.314, s/arm
299 10	B.S.A., '54, 500 c.c. O.H.V. Gold Flash, springer
299 10	Ariel, '54, 500 c.c. O.H.V. A7 Twin, s/arm
299 10	R. Enfield, '57, 250 c.c. O.H.V. Crusader, s/arm
299 10	Triumph, '55, 500 c.c. O.H.V. Mod. 18S, s/arm
299 10	Norton, '54, 500 c.c. O.H.V. Dominator 88, s/arm
299 10	Triumph, '55, 500 c.c. O.H.V. T100 Twin, s/arm
299 10	Ariel, '55, 500 c.c. O.H.V. T110 Twin, s/arm
299 10	Matchless, '56, 350 c.c. O.H.V. Mod. G.314, s/arm
299 10	B.S.A., '55, 500 c.c. O.H.V. Shooting Star, s/arm
299 10	Triumph, '56, 500 c.c. O.H.V. Mod. B.31 de luxe, s/arm
299 10	B.S.A., '56, 500 c.c. O.H.V. Gold Flash, s/arm
299 10	A.S.A., '56, 350 c.c. O.H.V. Mod. 16MS, s/arm
299 10	Triumph, '57, 500 c.c. O.H.V. Red Hunter VTL, s/arm
299 10	Matchless, '57, 350 c.c. O.H.V. Mod. G.314, s/arm
299 10	Others, '57, 175 c.c. de luxe Sports, springer
299 10	Matchless, '55, 500 c.c. O.H.V. Mod. G.9 Twin, s/arm
299 10	Horien, '57, 350 c.c. O.H.V. Mod. 18S, s/arm
299 10	Triumph, '55, 500 c.c. O.H.V. Dominator 88, s/arm
299 10	R. Enfield, '57, 700 c.c. O.H.V. Meteor Twin, s/arm
299 10	Ariel, '57, 350 c.c. O.H.V. Red Hunter, s/arm
299 10	B.S.A., '56, 500 c.c. O.H.V. Dominator 88, s/arm
299 10	Triumph, '56, 500 c.c. O.H.V. Thunderbird, s/arm
299 10	Ariel, '57, 500 c.c. O.H.V. Huntsmaster, Twin, s/arm
299 10	Triumph, '56, 500 c.c. O.H.V. T100 Twin, s/arm
299 10	Triumph, '56, 500 c.c. O.H.V. T110, s/arm

CONTINUED IN NEXT COLUMN

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON SW9
Phone: BR1.6251 • Grams: PRICLARKE LONDON
Hours of Business: 9am to 6pm. Wednesday 1pm

ARIEL

COMERFORDS.—£361!! 1947 Ariel 350cc ohv Red Hunter, teles. road tyres, sound engine.
COMERFORDS.—£681!! 1950 Ariel KH twin, sprung frame, red and chromium finish: bargain.
COMERFORDS.—£1651!! 1957 Ariel Fieldmaster twin, carefully used, full equipment: 1,000 other machines.—Portsmouth Rd., Thames Ditton. (C1006)

ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel 323 10362 R
ELEANOR MOTORS for Ariel, terms, exchanges 265, Mare St., Hackney, E.8. Amherst 5134

NICK LANCASTER for All ariels, including Square Four stocks.—53, Whitgate Drive, Blackpool 24720

SLOOMBS OF NEASDEN!!! For your new 1958 Ariel; always a good selection of guaranteed used models.

SLOOMBS.—1956 Ariel Huntsmaster 650cc s/arm, full width hubs, windscreen, leghields, 11,000 miles, super condition: £199/10.

SLOOMBS.—1956 Ariel 1000cc 4-cyl. Mark II black, fitted with Buxton Astral 2-adult on V.G.21 spring and brake wheel, black and ivory, immaculate condition: £345/10.

SLOOMBS.—1955 Ariel NH 350cc ohv Red Hunter s/arm, panniers, carrier, 7,000 miles: £139/10; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10, Gladstone 3355. (C1115)

1955 Ariel 350cc NH Hunter first registered June '56, excellent condition, extras: £135 0 15—222, Balmoral Drive, Hayes, Middlesex. Hayes 4760. (7187)

HARRY NASH.—12½% off all brand new 1957 models, tax, insurance, at 24 months H.F. order now!—391, King St., Hammersmith, W.8. Riv. 2837-8. (C1090)

1954 Ariel Square Four and Canterbury sprung wheel s/s saloon sidecar, lovely condition, 1,000 miled, many extras: £210.—A. T. Wicksdon, 20, Grange Lane Bth., Ashby, Leicestershire, Lincs. (7190)

ARIEL WANTED

ROWLAND SMITH'S, the Ariel buyers.—Hamstead High St., London N.W.3. Ham. 6041. (W114/R)

GEORGE CLARKE pay more for Ariel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

ARIEL SPARE PARTS

S. A. COLES, Ltd., for large stock of post-war Ariel spares.—364-368, High Rd., Leyton, E.10. Ley. 7171. (S1017/R)

WRITERS, Ltd., the largest Ariel spares stockists, Kennington Cross, London, S.E.11. Reliance 1562 (0243/R)

WHITBYS OF ACTON.—All Ariel, Burman, Amal spares.—263, Acton Vale, London, W.3. She. 6785. (S1128/R)

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/1/R)

RAPID.—Genuine spares for all models, including rear box and Lucas prompt c.o.d.—289, Haydon Rd., Wimbledon, Cherrywood 3202. (S1162/R)

HARWOODS OF RICHMOND.—100% Ariel spares stockists.—14, 16, 18, Kew Foot Rd., Richmond, Ric. 2045. (S1050/R)

CLAUDE RYE, Ltd., Ariel specialists, comprehensive range: immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. (S1105/R)

PRIDE & CLARKE.—New and second-hand spares; quotations any part by return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. BR1.6251. (S1098/R)

KEYS OF EALING, Ltd.—Ariel spare parts stockists. Trade supplied, quotations c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (S1075/R)

PUTNEY AUTO.—Genuine spares for post-war models; also genuine Burman gear box spares: 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. (S1138/R)

GODFREY'S, Ltd.—Ariel and Burman spares stockists.—c.o.d.—222-234, London Rd. Crofton, Cro. 3641, 208, Portland St., W.1. Eps. 4632, 418, Romford Rd., Forest Gate, E.7. Gra 1254. (S1052/R)

B.M.W.

A.F.N., Ltd., sole concessionaires for the full range of B.M.W. motor cycles, including R26 250cc, £258/4/8; R50 500cc, £389/9/3; R60 600cc, £392/19/3; R69 600cc, £495/2/2; early or immediate delivery all models.—Catalogue and h.p. terms on application to Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (C1189/R)

M.L.G. MOTORCYCLES, Ltd., for your new B.M.W. Specialists for B.M.W. motor cycles and Isotta. Factory trained staff; full range of B.M.W. accessories and spare parts.

WORKSHOP specially equipped for the repair and service of B.M.W. and Isotta, at S-9, Goldhawk Mews, W.12. Showrooms, 105, Goldhawk Rd., London, W.12. She. 3722. (0245/R)

B.M.W. WANTED

COMERFORDS.—Best buyers for B.M.W.s for cash.—Portsmouth Rd., Thames Ditton, Surrey. (W1006)

ROWLAND SMITH'S, the B.M.W. buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W114/R)

BRING your B.M.W. to the B.M.W. specialists for the best price—M.L.G. Motorcycles, Ltd., 105, Goldhawk Rd., London, W.12. She. 3722. (0241/R)

A.F.N., Ltd., sole concessionaires for B.M.W. spares.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (S1184/R)

PRIDE & CLARKE

1,500 SUPERB BARGAINS

Continued from previous column
TAX & INSURANCE INCLUDED IN TERMS

Cash Price	
2199 10	Norton, '54, 500 c.c. O.H.V. Dominator 88, s/arm
2199 10	Triumph, '57, 500 c.c. O.H.V. Speed Twin, s/arm
2199 10	Norton, '54, 500 c.c. O.H.V. Dominator 99, s/arm
2299 10	B.S.A., '57, 500 c.c. O.H.V. Road Rocket s/arm, Immac.
2299 10	Triumph, '57, 500 c.c. O.H.V. T100 Twin, s/arm, as new
2299 10	Triumph, '57, 500 c.c. O.H.V. T110, s/arm
2299 10	Norton, '57, 500 c.c. O.H.V. Dominator 99, s/arm, as new
SPECIAL BARGAINS (Available to Callers Only)	
2299 10	R. Enfield, '52, 350 c.c. O.H.V. Mod. G. telos.
2299 10	F. Barnett, '56, 197 c.c. Villiers de luxe
2299 10	Ariel, '58, 350 c.c. O.H.V. Hunter, telos.
2299 10	B.S.A., '47, 250 c.c. O.H.V. C.11 de luxe, telos.
2299 10	Douglas, '56, 350 c.c. O.H.V. Mk. 5 Twin, springer
2299 10	Triumph, '47, 350 c.c. O.H.V. 2T Twin, telos.
2299 10	B.S.A., '49, 350 c.c. O.H.V. B.31 de luxe, telos.
2299 10	Excelsior, '53, 250 c.c. Talisman Twin, springer
2299 10	A.J.S., '47, 500 c.c. O.H.V. Mod. 18, telos.
2299 10	Volocette, '48, 350 c.c. O.H.V. Mod. MAC, telos.
2299 10	Horien, '52, 350 c.c. O.H.V. G.9 Twin, s/arm
2299 10	B.S.A., '53, 150 c.c. DI Bantam, springer
2299 10	R. Enfield, '53, 250 c.c. O.H.V. Mod. G. telos.
2299 10	Triumph, '47, 500 c.c. O.H.V. Speed Twin, telos.
2299 10	Norton, '56, 500 c.c. O.H.V. Mod. G.9 Twin, s/arm
2299 10	Panther, '56, 600 c.c. O.H.V. Mod. 100, telos.
COMBINATIONS	
2297 10	Ariel, '51, 600 c.c. B.V. Mod. VB, telos, with Watsonian Maxtote C/A saloon
2100 10	B.S.A., '49, 500 c.c. O.H.V. A7 Twin, s/arm, with Watsonian Ascot s/sr. saloon
2100 10	Ariel, '51, 500 c.c. O.H.V. Hunter Twin, telos, with Watsonian Maxtote C/A saloon
2119 10	Panther, '52, 600 c.c. O.H.V. Mod. 100, telos, with Swallow Harvard C/A saloon
2119 10	Horien, '52, 600 c.c. O.H.V. G.9 Twin, s/arm, with Watsonian Monarch Tourer on V.G.21 chassis
2130 10	B.S.A., '54, 650 c.c. O.H.V. Gold Flash, s/arm, with Swallow Commando sidecar
2130 10	Matchless, '53, 500 c.c. O.H.V. G.9 Twin, s/arm, with Canterbury Crusader s/sr. s/arm
2130 10	R. Enfield, '56, 700 c.c. O.H.V. Meteor Twin, s/arm, with Watsonian Maxtote C/A saloon
2179 10	B.S.A., '55, 650 c.c. O.H.V. Gold Flash, s/arm
2190 10	Watsonian Avon s/sr. Sports s/arm
2190 10	B.S.A., '54, 650 c.c. O.H.V. Gold Flash, springer, with Gurnard 8.50 Sports on Mk. 2 chassis
2190 10	B.S.A., '56, 650 c.c. O.H.V. Gold Flash, with B.S.A. Sports single-seater s/arm
2200 10	Triumph, '56, 500 c.c. O.H.V. Speed Twin, s/arm, with Watsonian Ascot s/sr. saloon
2229 10	B.S.A., '56, 650 c.c. O.H.V. Gold Flash, s/arm, with Watsonian Cambridge s/sr. saloon
2250 10	Ariel, '57, 600 c.c. B.V. Mod. VB, s/arm, with Swallow Comet C/A saloon

AT 277, BRISTOL HILL, S.W.2.
Phone: Tulse Hill 3044

Cash Price	
259 10	B.S.A., '55, 150 Bantam Major, springer
269 10	James, '54, 197 Villiers Captain, swinging arm
269 10	Leamster, '55, 150 L.D. de luxe Scooter & leg.
299 10	B.S.A., '55, 250 O.H.V. C.11G, 4-speed, springer
299 10	Matchless, '54, 250 O.H.V. Mod. G.314, swinging arm
299 10	B.S.A., '57, 250 O.H.V. C.12, swinging arm
299 10	B.S.A., '52, 650 O.H.V. Golden Flash, springer
299 10	Douglas, '57, 350 O.H.V. Dragonfly, low mileage
299 10	Matchless, '55, 350 O.H.V. G.318, swinging arm
299 10	Matchless, '55, 500 O.H.V. G.9 Twin, swinging arm
299 10	Triumph, '55, 500 O.H.V. Tiger 100, swinging arm
299 10	Ariel, '57, 500 O.H.V. Model 188, swinging arm
299 10	A.J.S., '56, 500 O.H.V. Mod. 20 Twin, swinging arm
299 10	Triumph, '56, 500 O.H.V. Tiger 110, swinging arm
299 10	B.S.A., '57, 650 O.H.V. Golden Flash, swinging arm
299 10	Triumph, '57, 650 O.H.V. Tiger 110, swinging arm

B.S.A., '52, 650 O.H.V. Golden Flash, springer, with Watsonian Maxtote 2-seater saloon

B.S.A., '54, 500 O.H.V. M33 de luxe, springer, with Swallow Tutor saloon sidecar

A good selection of Combination bargains or outfits made up to customers individual requirements.

Many other solo and combination bargains to select from—pay deposit—ride away. Highest exchange allowance—cars for bikes, bikes for cars. List free.

IMMEDIATE POSTAL SERVICE

WE ARE SPECIALISTS AND YOU CAN ORDER BY POST WITH COMPLETE CONFIDENCE

BARGAIN LIST FREE

USE THIS TIME-SAVER

I am interested in a new.....

Model.....

I have for exchange a 19..... c.c.....

MAKE..... MODEL.....

For which I must have.....

NAME.....

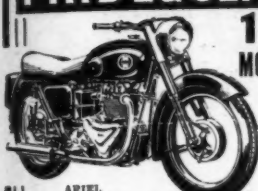
ADDRESS.....

158 STOCKWELL ROAD, LONDON SW9

Phone: BR1.6251 • Grams: PRICLARKE LONDON

Hours of Business: 9am to 6pm. Wednesday 1pm

PRIDE & CLARKE



**1958
MOTORCYCLES
SCOOTERS
MOPEDS**

TAX AND INSURANCE INCLUDED IN TERMS

1/3rd Deposit + 24 Monthly Payments
Select your new Moped, Scooter or Motorcycle from our wonderful display in London's finest showrooms devoted exclusively to NEW MODELS. Every make and type displayed in colours to suit your choice.

MOTORCYCLES

Model	Cash Price
B.S.A. A7 500 c.c. Shooting Star	£265 14 6
B.S.A. D3 Bantam Major 150 c.c.	£113 10 6
A.J.S. Model 1015 250 c.c. Single	£252 18 6
A.J.S. Model 30 500 c.c. Twin	£281 6 3
ARIEL L1 Colt 200 c.c. O.H.V.	£155 18 9
ARIEL 40 1,000 c.c. Square Four	£538 18 6
AMBASSADOR 250 c.c. Supreme Twin	£195 7 3
AMBASSADOR 175 c.c. Statesman	£137 4 6
DOT 197 c.c. Manxman. Villiers engine	£173 8 6
DOT 197 c.c. Model WCH	£180 13 6
EMFIELD 250 c.c. O.H.V. Crusader	£213 1 6
EMFIELD 700 c.c. Super Motor	£283 10 1
EXCELSIOR 350 c.c. Super Talisman Twin	£296 13 8
EXCELSIOR 250 c.c. Super Talisman Twin	£214 18 7
GILERA 175 c.c. O.H.V. Modern Styling	£199 19 9
GILERA 118 c.c. Comet Springer	£102 11 1
JAMES 125 250 c.c. Commodore	£180 17 9
MATVELESS GILCS 600 c.c. Sports Model	£399 8 6
MOTO GUZZI 98 c.c. Two-Stroke	£125 8 3
NORTON Model E82 500 c.c. Single	£242 12 8
NORTON Model 99 600 c.c. Twin	£253 8 3
PANTHER Model 100 de Luxe 500 c.c. O.H.V.	£252 13 6
PANTHER Model 118 250 c.c. Anzani engine	£190 8 6
PANTHER Model 25 Sports 250 c.c. Twin	£198 19 9
TRIUMPH Model 21 350 c.c. Twin	£228 8 6
TRIUMPH Model 710 650 c.c.	£276 3 11
SUI 98 c.c. Hornet. Villiers engine	£94 13 8
SUI 250 c.c. Overlander Twin	£194 18 7
VELOCETTE Model Valiant 200 c.c.	£200 10 11
VELOCETTE Model Venom 500 c.c.	£286 19 4
WUDAPP 2018 200 c.c.	£190 17 9

MOPEDS

Model	Cash Price
KENDLER R50 49 c.c., 2-sept., fully enclosed	£99 14 3
ALPINO de Luxe 75 c.c., 3-speed, dual seat	£109 17 4
B.S.A. Dandy 70 c.c., pre-select gears	£76 4 4
DER DOVE 150 c.c. Villiers engine	£162 14 6
MOT 125 c.c. de Luxe, spare wheel	£159 19 3
TEPA (Cubman, 150 c.c., Italian made)	£165 19 11
TEPA 125 c.c., Standard Model	£145 7 6
LANERETTA Model D 150 c.c., pillon seat	£122 10 6
LANERETTA Model LDB 150 c.c., batt. light	£164 15 2
LANERETTA Model LDB 150 c.c., s/starter	£170 10 6
RE Prima 150 c.c., 1500 start., rear carrier	£201 8 3
TERROT de Luxe, 125 c.c., pre-select gears	£164 19 9
CONTESSA 198 c.c., Electric Starter, dual seat	£220 15 9
ZUNDAPP Bella 150 c.c., Electric Starter	£187 3 6
ZUNDAPP Bella 200 c.c., Electric Starter	£205 18 6
SUI Genl. 98 c.c., Villiers engine	£125 8 3
PERGOT 150 c.c.	£183 14 8
MOBI Model 198 c.c., windscreen	£183 14 8
FOCH de Luxe 125 c.c., Electric Starter	£177 10 6

SPECIAL OFFER. All off List Price, Brand New. FULLY GUARANTEED

Model	Cash Price
MOBYLETTE 49 c.c., High Efficiency engine	£45 10 11
KENDLER J51 49 c.c., 2-speed, fully sprung	£69 19 9
BUNETTA 49 c.c., 2-speed, Sachs engine	£70 10 6
BOWI 49 c.c., 2-speed, model 50	£72 8 6
RECMOTON 19 c.c., 2-sept., mil. BCM Mk. II	£67 4 0
R.W. Supersport 2-speed, ultra-mod. styling	£88 18 6
R.W. Supersport 3-speed, w/ arm rear susp.	£94 19 9
R.W. Luxus 2-speed, rear carrier	£79 19 1
HERSCITTE 49 c.c. O.H.V., 2-speed	£71 18 6
NEW HUDSON 98 c.c. Villiers engine, single sp.	£72 13 6
PHILIPS Gasabout 49 c.c., 2-speed	£74 11 0
REU Quickly 49 c.c. 2-speed, Standard	£68 2 7
REU Quickly 49 c.c., 2-speed, de Luxe	£74 4 4
DIANETTE 49 c.c., 2-speed, Durkopp engine	£58 2 3
DOT VI VI 49 c.c., 2-speed, Vict. engine	£72 9 0
MOBYLETTE de Luxe, automatic clutch	£40 10 11
REMYATIC 49 c.c., Vari-gear, fully sprung	£60 10 6

IMMEDIATE POSTAL SERVICE

EXCHANGES, any make, or model, H.P.A./rs Settled
Illustrated catalogue free. Write, phone or call

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9
Phone: BR1. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesday to 10 p.m.

BOWN SPARE PARTS

GEORGE GROSE.—Sole Bown spares.—Service Concessionaires, 834, High Rd., Finchley, Hillside 2149 (0199/R)

BRITISH ANZANI

TWIN 2-stroke rotary valve engine gear units, 250cc and 325cc models; also the Anzani Astra light commercial utility, price £247/16 in. tax.—Full details from the British Anzani Engineering Co. Ltd., Hampton Hill, Middlesex. [0024/R]

B.S.A.

OWEN BROS., 100% B.S.A. specialists.
WE part exchange any make and arrange h.p. protection insurance.
EASY terms, 1/3 deposit and balance over 24 months.
SEE the B.S.A. models on display and choose now.
OWEN BROS., 19, Battersea Rise, Clapham Junction, S.W.11. Bat. 5255. [C1095/R]

WHITBYS.
WHITBYS OF ACTON, the biggest B.S.A. dealers in the Home Counties, for immediate delivery of your new B.S.A., large selection of solos and combinations.—273, Acton Vale, London, W.3 She 5355 [C1128/R]

ROWLAND SMITH'S for B.S.A.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

235 gns.—B.S.A. Road Rocket June 1957, 650cc, dual seat, crash bar and lifting bracket, almost brand new, today's price about £220.

125 gns.—B.S.A. Flash 1951, 650cc ohv spring frame combination, 2-seater saloon, very good condition.

105 gns.—B.S.A. 1956, 250cc ohv C12, swinging arm, 4 speeds, dual seat, excellent condition; choice of three.

89 gns.—B.S.A. Bantam Major November 1957, 150cc, swinging arm, battery, dual seat, run under 100 miles; choice of two.

79 gns.—B.S.A. August 1950, 600cc combination, very good condition.

62 gns.—B.S.A. Bantam October 1956, 125cc springer, dual seat, pannier bags and carrier, leg shields, one careful owner.

59 gns.—B.S.A. Dandy 1957 70cc, 2 speeds, spring frame, almost new; choice of two.

39 gns.—B.S.A. 1950, 250cc, pillon, windshield, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

MITCHELL ERSKINE, Kingsbury Circle.

B.S.A., £105: 1955 250cc B.S.A. springer, fitted Watsonian Windsor sidecar; deposit £35 and 18 payments £4/10/8 or 24 payments £3/11/2.—Mitchell Erskine, 1, The Broadway, Kingsbury, N.W.9. Tel. Colindale 7504. [C1141]

MATTHEWS OF STOCKWELL, Ltd. 55, Stockwell Rd., S.W.2.

'55 Gold Star 500 B34, Clubman's specifications, complete writing cert., as new; £215.

'57 B.S.A. Road Rocket 650 twin, 3,000 miles only, as new; £209.

'54 B.S.A. C11G4 250, springer, dual seat; £79.

'51 B.S.A. Bantam, springer, 125; £29.—Tel. Brixton 6555; terms and exchanges [C1122]

COMERFORDS for B.S.A.: 1,000 machines in stock.—Portsmouth Rd., Thames Ditton, Surrey. [C1006]

D. J. SHEPHERD & Co. (ENFIELD), Ltd. 434-436, Hendon Rd., Enfield, Tel. Howard 1831, 2223.

1951 (Sept.) B.S.A. Bantam, sprung frame; £33. [C1132]

ELEANOR MOTORS for B.S.A., terms, exchanges 265, Mare St., Hackney, E.8 Amherst 5134. [0313]

HARRY NASH.—12 1/2% off brand new 1957 models.—1956 A10 & Garrard full 2 adult best chassis with brake, genuine 3,820 miles; £269.

H.—1955 250 oh.v. 4-speed, s.f. extras, beauty, £95; 1955 (May) A10 s/arm Gold, extra nice, £165.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

B.S.A. from stock.—Loxham's Motor Cycle House, Fishergate, Preston. Exchange, h.p. terms, Tel. 4242. [0045/R]

T. W. KIRBY MOTOR CYCLES, Ltd., your B.S.A. specialists, 10, Roneo Corner, Hornchurch. Tel. 8785. [0409]

B.S.A. '48 A7 500cc, '53 Canterbury d/adult s/arm, perfect condition; £78 o.n.o.—58, The Fairway, Bromley, Kent. [7189]

SLOCUMBS OF NEASDEN!!! For your new 1958 B.S.A.; always a good selection of guaranteed used models.

SLOCUMBS.—1957 B.S.A. B32, Gold Star 350cc Clubman's 190mm. brake, rev. counter, alloy rims, choice of two, perfect; £239/10.

SLOCUMBS.—1957 B.S.A. Road Rocket, 650cc, s/arm, alloy head, T.T. carb., 4,500 miles, as new; £239/10.

SLOCUMBS.—1956 B.S.A. Golden Flash, black, 650cc, s/arm, 4,500 miles, just like new; £209/10; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. [C1115]

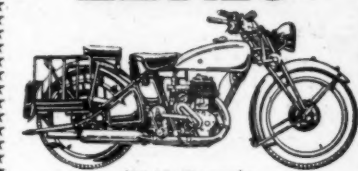
B.S.A. Dandy, 1,500 miles only, large windscreen, perfect, all like new and only £60, taxed.—Tel. Arn. 2958 after 6 p.m. [7182]

PRIDE & CLARKE

AMAZING BARGAIN!!
UNREGISTERED

500 c.c. SV EX.-W.D. 16H

Norton
£29.10



£10.10 Deposit
Balance by 24 monthly payments of £1.24

Tax and Insurance added to terms if desired

GENERAL SPECIFICATION:

- Enclosed valve gear.
- Dry sump lubrication.
- 4-speed foot change gearbox.
- Lucas Magdyno AVC Lighting.
- Smiths 80 m.p.h. speedo.
- Amal carburettor.
- Heavy duty 19 x 3.25 tyres.
- Finish W.D. khaki.

VERY LOW MILEAGE MODELS

SPECIFICATION AS ABOVE.

£39.10

£13.10 Deposit

Balance by 24 monthly payments of £1.73

Tax and Insurance added to terms if desired

- Built to exacting Government specification and ideal for solo or sidecar work, these models are the finest value for money ever offered.
- Dont delay order now while stocks last and avoid disappointment, you can easily afford one of these fine sturdy bikes on our simple "out of income" terms.

IMMEDIATE POSTAL SERVICE

EXCHANGES—Any make or model accepted as deposit. H.P.A./cs settled. Lists Free. Write, Phone, Call, or

USE THIS TIME SAVER

I am interested in an Ex-W.D. Norton
I have for exchange a 19.....c.c.....
MAKE.....MODEL.....
For which I must have.....
NAME.....
ADDRESS.....

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9
Phone: BR1. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesday to 10 p.m.

CASH in a FLASH!



WANTED

- ★ MOTORCYCLES
- ★ COMBINATIONS
- ★ SIDECARS
- ★ CHASSIS
- ★ 3 WHEELERS

*Any Make,
Year or Model*

If your Bike is GOOD
our offer is BETTER

- ★ HIGHEST QUOTATION BY RETURN OR REPRESENTATIVE WILL CALL
- ★ H.P. ACCOUNTS SETTLED
- ★ FREE COLLECTION

(LONDON AREA)

- ★ WE PAY CARRIAGE or YOUR FARE PAID HOME

- ★ If you sell your machine to us WRITE, PHONE, CALL OR

USE THIS TIME-SAVER!

I WISH TO SELL MY

19 C.C.
Make Model
Condition
For which I must have £
NAME
ADDRESS

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9
Phone: BR1 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9am to 6pm, Wednesday

B.S.A.

RENNO'S—B.S.A. specialists: immediate delivery 1958 models including 175cc Bantam; 100% after-sales service, 12-18-24 mths. self-financed terms.
RENNO'S—Many second-hand bargains from 15mns. or terms; 500cc B.S.A. ohv 2-seater combination, rough looking, good goer; 175cc.
RENNO'S—1950 B.S.A. 500cc ohv, telescopic forks, spring frame; 69mns or terms.
RENNO'S—1953 B.S.A. 250cc ohv, spring frame, telescopic forks, dual seat; 65mns or terms.
RENNO'S—1950 B.S.A. 500cc ohv twin, telescopic forks, spring frame, two-seater saloon sidecar; 89mns or terms.—232-3-4, Upper St. London, N.1. Can. 2021. 217, Hornsey Rd., London, N.7. Arc. 5388. [C1104]

ASTON AUTO-MOTORS OF BIRMINGHAM—B.S.A. agents: terms, spare service, repairs.—209-811, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

J. DOUBLE (MOTOR CYCLES), Ltd., 1958 B.S.A. agents: terms, spare service, repairs.—209-811, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

MEETEN'S, Shannon Corner, New Malden, for immediate delivery of the sensational new 175cc Bantam Super, and all the smaller B.S.A. types, including the new two-tone and improved Dandy Scooterette; tuition, exchanges, lowest H.P. lists.—Tel. Malden 3116. [C1203]

B.S.A. WANTED

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. London N.W.3. Ham. 6041. [W1114/R]

FLASH wanted.—279, High St., W.3. Acorn 6544. [W1018]

SMITH'S, 86, Chalk Farm Rd., N.W.1. want B.S.A. Ohv. 2767. [C0068/R]

GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

B.S.A. SPARE PARTS

OWEN BROS.
WE have the largest stocks of B.S.A. spares.
EVERY spare including Amal, Wico-Pacy, Lucas and B.S.A.; exchange service.
NO finest service exists, 24-hour c.o.d. or immediate counter service.
OWEN BROS., 19, Battersea Rise, Clapham Junction, S.W.11. Bat. 7816-7. [S1095/R]

SPECIALISTS on the spot!
COUNTY CYCLE & MOTOR CO., 266, Broad St., Birmingham, 1.—Daily factory visit, prompt c.o.d. and complete exchange part service. Mid. 6506. [S1024/R]

DON'T be penny wise, pound foolish—always use genuine B.S.A. spare parts.
B.S.A. spares catalogue, 5/6 post free (state model and year).
B.S.A. MOTOR CYCLES, Ltd., Service Dept. 47, Montgomery St., Birmingham, 11, or from any B.S.A. dealer.

WHITBYS. 17208
WHITBYS OF ACTON.
WHITBYS—London's largest B.S.A. agents. Our association with B.S.A. covers over 50 years. We offer the finest service.
TREMENDOUS stocks of spares available over the counter or c.o.d. Trade supplied.—Whitbys of Acton, Ltd., 263, Acton Vale, London, W.3. SE. 6785. [S1128/R]

GLANFIELD LAWRENCE
FOR B.S.A. genuine spares and replacement service; immediate attention to counter and c.o.d. orders.
MAKE Glanfield Lawrence your B.S.A. service station.
LONDON (FINCHLEY).—407, High Rd., North Finchley, N.12. Fin. 0381.
LONDON (HIGHBURY).—23-32, Highbury Corner, N.5. Nor. 2791.
CARDIFF.—2-10, City Rd., Cardiff 20531.
BRISTOL.—47-53, Bath Rd., Bristol 78001.
PORTSMOUTH.—147-151, Fratton Rd., Portsmouth 76202.
SWANSEA.—Handel Davies, Ltd., 230, Oxford St., Swansea 50311. [S1046/R]

ASTON AUTO-MOTORS OF BIRMINGHAM for B.S.A. spares, full stocks; quick postal orders; c.o.d. for return.
172—177, Aston Rd., Birmingham. Ast. X 3201-2. [0559/R]

GODFREY'S, Ltd.—B.S.A. spares stockists; c.o.d.—All depots; see display adrt. [S1052/R]

HOE STREET GARAGE, Ltd., Gen. spares; enter c.o.d.—414, Hoe St., W'ston, E.17. Tel. Cop. 1710.
WEST END MOTORS, Ltd., 171, High St., S.E.15. New X 5118-9; and 179, Upper Tooting Rd., S.W.17. Bal. 4251, for B.S.A., Amal, Wico-Pacy spares. [0125/R]



EXCHANGE

YOUR MOTORCYCLE FOR A CAR

at PRIDE & CLARKE

- ★ MOTORCYCLES EXCHANGED
Any make, year or model welcomed as whole or part deposit.
- ★ LARGEST SELECTION
200 cars marked clearly with year and price.
- ★ GREATEST VALUE
Compare our prices, call and judge for yourself.
- ★ TERMS—1/3rd DEPOSIT AND 24 MONTHLY PAYMENTS
Tax and insurance included in Terms.

Year	CARS	Cash Price
37	AUSTIN A35 saloon, 10,000 miles	£499
38	AUSTIN A35 saloon, heater, one owner	£559
38	AUSTIN A40 saloon, heater, one owner	£559
38	AUSTIN A35 4-door saloon, heater, 7,000 miles	£519
38	AUSTIN A30 4-door saloon, heater	£449
38	AUSTIN A30 4-door saloon, low mileage	£559
38	AUSTIN A70 saloon, radio and heater	£599
38	AUSTIN A30 3-door saloon, heater	£579
37	BERKELEY 3-seater coupe, 3,900 miles	£399
36	FORD Consul Mark II saloon, radio and heater	£559
36	FORD Prefect de Luxe saloon, heater	£519
36	FORD Anglia saloon, low mileage	£449
36	FORD Popular saloon	£519
36	FORD Consul saloon, heater	£559
36	FORD Anglia saloon, heater, low mileage	£449
36	FORD Popular saloon	£519
34	(Dec.) FORD Consul sal., heater, 18,000 miles	£559
34	FORD Anglia saloon, 15,000 miles	£429
34	FORD Popular saloon	£529
33	FORD Prefect saloon, heater	£529
36	HILLMAN Minx Garlowe sal., btr., two-tone	£589
37	MORRIS Minor 1000 2-door saloon	£559
36	MORRIS Oxford saloon, heater	£559
36	MORRIS Minor saloon	£449
35	MORRIS Cowley saloon, heater	£559
35	MORRIS Minor 2-door saloon	£419
34	MORRIS Oxford saloon, radio and heater	£499
38	MORRIS saloon	£529
38	STANDARD Family saloon, heater, 11,000 m.	£579
35	STANDARD 10 saloon, 18,000 miles	£459
35	STANDARD 10 saloon, 200 miles	£529
34	STANDARD 10 saloon	£529
34	STANDARD 8 saloon, heater	£379
31	VAUXHALL Vauxhall saloon, radio and heater	£399

37	A.C. Petite de Luxe, 100 miles	£299
36	A.C. Petite, 7,000 miles	£299
36	A.C. Petite, low mileage	£179
36	BOND Barclay standard, 200 miles	£299
36	BOND Family de Luxe Minicar, 9,000 miles	£219
36	BOND Minicar	£199
37	POWERDRIVE Hardtop, 2,000 miles	£299
37	HEINKEL, 1,000 miles	£299
37	HEINKEL, 5,000 miles	£299
37	RELIANT, 1,000 miles	£299
36	RELIANT Hardtop, 9,000 miles	£359
36	RELIANT, exceptional condition	£299

NEW 1958 CARS
AGENTS FOR: Austin, Ford, Hillman, Humber, Jaguar, Morris, M.G., Riley, Rover, Singer, Standard, Sunbeam, Triumph, Wolseley.
ALL MODELS FOR IMMEDIATE OR EARLY DELIVERY.
NEW VANS
FOR IMMEDIATE DELIVERY: Austin A35, A36; Commer Cob and Express; Thames 5 and 7 cwt. choice of colours; Morris J2.
FOR IMMEDIATE DELIVERY: A.C. B.M.W. Road, Goggomobil, Heinkel, Messerschmitt, Felicitas.
LATEST LIST OF CARS BY RETURN

PRIDE & CLARKE LTD

237 BRIXTON HILL SW2 (TUL 3664-5)
158 STOCKWELL RD. SW9 (BR1 6251)
Hours of Business: 9am to 6pm

B.S.A. SPARE PARTS

ELITE MOTORS (TOOTING), Ltd. 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.
Vast range of B.S.A. spares; call or sent c.o.d.

KAYS OF EALING, Ltd., B.S.A. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387.

CLAUDE RYE, Ltd., B.S.A. specialists.—Comprehensive range, including 100% Bantam spares available; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174.

PARKS for B.S.A., official stockists for S.E. London; 100% B.S.A. spares stock and associated Wipac Amal, Lucas, Ferodo; prompt c.o.d. service; B.S.A. exchange replacement service; Dandy spares and accessories. Gold Star specialists.—Tel. Lee Green 5555, 404, High St., Lewisham, S.E.13.

•B.S.A. SERVICE

24-hour c.o.d. service on all B.S.A. spares and exchange replacement units: engines, gear boxes, clutch plates, brake shoes, frames, forks, wheels, in fact every item you require; stockists also for Amal, Wico, Lucas and Smiths speedos. Don't keep that machine off the road, use our 100% service.—Coventry Motor Mart, Ltd., B.S.A. Specialists, Postal Department 7, 88, London Rd., Coventry. Tel. 2146 and 7.

CORGI SPARE PARTS

GLANFIELD LAWRENCE, Corgi spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091.

DAYTON ALBATROSS

WHITBY'S OF ACTON—Immediate delivery of new Albatross—273, Acton Vale, W.3. She. 5355.

MEETENS, Shannon Corner, New Malden, for immediate delivery of the Albatross 250 Twin with the famous Villiers engine; lowest H.P., tuition, Villiers service, trade supplied.

DIANA

KING'S OF OXFORD, of course.

KING'S OF OXFORD, really easy terms.

KING'S OF OXFORD, really National service.

KING'S OF OXFORD, always for Diana.

KING'S OF OXFORD, New Rd., Oxford.

GODFREYS, Ltd., for Diana, all depots.—See display advert.

CLAUDE RYE—Immediate delivery new Diana; choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174.

POTNEY AUTOS, Ltd., main agents for your new Diana; terms, exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. E.C. Thurs. 1 p.m. (C1138/R)

D.K.R.

COMERFORDS—Immediate delivery D.K.R. Dove.—Portsmouth Rd., Thames Ditton. (C1006)

GEORGE GROSE, area distributors; h.p.—Ludgate Circus, London, E.C.4. Cen. 5561.

J.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. D.K.R. Dove main dealers. (0093)

CLAUDE RYE—Immediate delivery latest D.K.R. scooter, with self-starter; choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174.

MEETENS, Shannon Corner, New Malden, for immediate delivery of Britain's latest Villiers engine scooter, the Dove, a superb job; list, lowest H.P., exchanges, tuition, and Villiers service, trade supplied.—Tel. Malden 3110.

D.M.W.

MEETENS for D.M.W., call and inspect the latest 125cc Dolomite Trials twin just out—a really superb competition job which like its sports brothers is fitted with the famous Villiers T2 twin unit; £194.12.2 or only £65 deposit by h.p.; full range twins and singles for immediate delivery; Villiers unbeatable service, trade supplied.—Meetens, Shannon Corner, New Malden 3110.

D.O.T.

DOT CYCLE & MOTOR MANUFACTURING Co., Ltd., Manchester, 13, Tel. Blackfriars 5472-3-4. (0222/R)

KING'S OF OXFORD.
1958 Dots in stock, immediate delivery, easiest terms, any exchanges, finest service; you'll always win at

KING'S, New Rd., Oxford. (C1171)

DOT '53: £60 or nearest.—Fox, 7, Sulhamstead Hill, nr. Reading. (C1176)

DOUGLAS

GODALMING—G. D. Brown is the Douglas specialist; sales and service; satisfaction assured.—12, Meadow, Tel. 412. (C1008/R)

DOUGLAS SPARE PARTS

CLAUDE RYE, Ltd.—Full range of spares for the 1958 model, immediate c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

DOUGLAS VESPA

GODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. (C1052/R)

WHITBYS

OF ACTON

SUPER SNIPS

ON EASIEST TERMS ONE-THIRD DEPOSIT
and balance up to 2 years in
24 MONTHLY INSTALLMENTS

- 1956 **M.V. AGUSTA**, 48 c.c. Moped, spring forks and frame, 3 speed, h/bar controlled gearbox, smart green finish. Lively performance
- 1956 **N.S.U. Quickly**, 49 c.c., spr/forks, 2 speed, with carrier and speedo. Very good cond.
- 1956 **VESPA**, 125 c.c. scooter, equipped d/seat, carrier, screen, smart grey finish, low mlg., one owner
- 1957 **HEINKEL Tourist**, 174 c.c. O.H.V., electric starter, d/seat, with w/field, carrier, genuine low mlg., one owner, virtually as new
- 1957 **ARIEL Colt**, 200 c.c. O.H.V., s/frame, equipped with d/seat, p/riests, panniers, l/shields & scr., superb blk/chrome finish, excel. value
- 1956 **ARIEL NH**, 350 c.c. O.H.V., s/arm rear suspension, d/seat, maroon and chrome finish, carefully maintained machine in excellent cond.
- 1956 **B.S.A. C11**, 250 c.c. O.H.V., spring frame, dualseat, legshields, very smart red and chrome
- 1956 **B.S.A. A10**, 650 c.c. O.H.V. Twin, spr/frame, d/seat, carrier, valanced front guard, excellent blk/chrome finish, ideal solo or s/car machine
- 1955 **FRANCIS-BARNETT**, 197 c.c. Villiers engine s/arm rear sus., 4-sp. gearbox, with d/seat and p/riest, excellent blk and chrome finish
- 1957 **FRANCIS-BARNETT**, Cruiser 75, 225 c.c. Villiers engine, s/arm rear susp., 4-speed gearbox, dualseat, legshields, full width hubs, one owner, excellent cond. throughout
- 1956 **JAMES Cadet**, 150 c.c. Villiers, equipped s/arm susp., w/scr., legshields, panniers, and mirror, smart finish in maroon and chrome. Low mileage. Excellent throughout
- 1947 **NORTON ES2**, 500 c.c. O.H.V. Telescopic forks, spring frame, in good mechanical order, ideal solo or sidcar machine
- 1954 **R. ENFIELD**, 350 c.c. O.H.V., Bullet, equipped with s/arm rear susp., d/seat, 4-sp. gearbox with neutral selector, grey and chrome finish, high performance machine in good order
- 1951 **SUNBEAM S8**, 500 c.c. O.H.C. Twin, sprung frame, unit construction engine, 4-speed foot-change gearbox and shaft drive, immaculate blk and chrome finish
- 1956 **TRIUMPH Tiger Cub**, 200 c.c. O.H.V., spr. frame, d/seat and plin. rests, blue and chrome finish, smart machine, lively performance
- 1953 **INDIAN Brave**, 250 c.c. S.V., equipped with dualseat and pillion rests, smart red and chrome finish. Bargain at
- 1955 **R. ENFIELD/BUSHAR** Combination 700 c.c. Meteor, swinging arm rear suspension, dualseat, and pillion rests, fitted with Devon 2-seater family saloon, smart matching outfit in red and chrome, one owner
- 1956 **TRIUMPH/SWALLOW** Combination, 650 c.c. Thunderbird Twin, swinging arm suspension, dualseat, fitted with almost new discount 2 adult saloon, very smart outfit, bargain at...

WANTED!

250 SOLOS & COMBINATIONS
FOR SPOT CASH
OR IN PART EXCHANGE FOR 1958 MODELS
HIGHEST PRICES PAID
Please send full details and price required.

HIGHEST EXCHANGE ALLOWANCES
IMMEDIATE POSTAL SERVICE

WHITBYS

OF ACTON

SPARES—TEL SHE 6785

THE VALE, ACTON.

LONDON, W.3

PHONE: SHEPHERDS BUSH 5355/6

Hours of Business: 9 a.m.—7 p.m. weekdays
Saturdays 6 p.m.

DOUGLAS VESPA

KING'S OF OXFORD of course

KING'S really easy friendly terms.

KING'S enthusiastic scooter service

KING'S take any road vehicle part exchange.

KING'S always for Vespa.

KING'S OF OXFORD, New Rd., Oxford.

(C1171)

WHITBYS—Vespa specialists, new and second-hand.

273, Acton Vale, London, W.3. She. 5355. (C1128/R)

WALTON-ON-THAMES MOTOR Co., Ltd. (main agents), Bridge St., Walton-on-Thames 200.

(0261/R)

A. GATTO—Immediate delivery, 1½ dep. exchanges.

—206-212, Garratt Lane, S.W.13. Bat. 4384.

(0095/R)

ELEANOR MOTORS for Douglas Vespa: terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5134.

(0254)

RENNO'S—Latest grey-red Vespa Ultras, immediate delivery; 12-18-24 months' self-financed terms, exchanges.

RENNO'S—Late (1955) Vespa de luxe, dual seat, one owner, as new; 87gms. or terms.

RENNO'S—1953 Vespa de luxe, polychromatic blue, special bargain; 59gms. or terms.

RENNO'S—Several other models from 49gms. or terms.—232-3-4, Upper St., London, N.1. Can. 2021. 217, Hornsey Rd., London, N.7. Arc. 5388.

(C1104)

L. EDA scooters.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mit. 4466. (0034/R)

DOUGLAS VESPA WANTED

GEORGE CLARKE pay most for Douglas Vespa.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

ROWLAND SMITH'S, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

DOUGLAS VESPA SPARE PARTS

GLANFIELD LAWRENCE. No waiting.

WE hold immense stocks of Vespa spares; immediate delivery—either over the counter, or by our per return postal service.—Call, phone or write, 407, High Rd., North Finchley, N.12. Tel. Fin. 0091. (S1044/R)

GODFREYS, Ltd.—Croydon, 208, Gt. Portland St., W.1. Forest Gate. See display advert. (S1052/R)

YOUNG'S—Vespa spares and accessories, list free.—32, Tooting Bec Rd., London, S.W.17. Bat. 7791. (S1134/R)

HUMPHREYS for Vespa spares and accessories; counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. (S1058/R)

EXCELSIOR

ROWLAND SMITH'S for Excelsior.

NEW models in stock; terms, exchanges, list; open 9-7, week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

J. SHEPHERD & Co. (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield, Tel. Howard 1631, 2923.

1955 Excelsior Consort, one owner; £47. (C1132)

YOUNG'S—Excelsior main agents; terms, exchanges.—32, Tooting Bec Rd., London, S.W.17. Bat. 7791. (S1134/R)

£8/10—Excelsior October 1946 125cc Villiers Ultras, versal, speedometer, good runner.—Dilley, 374, Forest Rd., London, E.17. (1030)

KING'S OF OXFORD—All 1958 Excelsiors, immediate delivery; finest, easiest, friendliest terms; any vehicle part exchange; unbeaten after-sales service.

KING'S, New Rd., Oxford. (C1171)

EXCELSIOR SPARE PARTS

BELLAMY'S hold the finest stock of Excelsior spares for all post-war models; c.o.d. anywhere.—3, Lordship Lane, Dulwich, S.E.22. New Cross 0668. (0511)

KAYS OF EALING, Ltd., Excelsior spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387.

L. TONNISON'S Excelsior specialists.—Alec Jackson, 1075, Talsman and Spry spares; largest stock in Great Britain; c.o.d. by return; repair specialists.—Alec Jackson, Motor Export, Ltd., 1006, Harrow Rd., Kensal Green, London, N.W.10. Ladbroke 2792. (S1066/R)

FRANCIS-BARNETT

FRANCIS & BARNETT, Ltd., Lower Ford St., Coventry. Coventry 3054. (0090/R)

ROWLAND SMITH'S for Barnett.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

95gms.—Francis-Barnett 1955, 225cc Cruiser, swinging arm, battery, one owner; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

WATKINSON MOTORS.

1958 models for immediate delivery; usual terms available.—Stockwell Rd., S.W.3. Bri. 238. (C1174/R)

N. LONDON—Tele Autos, Francis-Barnett main agents.—58, High St., Waltham Cross. (0127/R)

JAMES

WHITBY OF ACTON.—Immediate delivery of new models.—273, Acton Vale, London, W.3. E. 5355. [C1128/R]
1955 (Sept.) James J11 Comet, spring forks and frame, very little used, taxed; first £30.—Barthel, Winden, Balcombe, Sussex. Tel. Balcombe 254. [7184]
£149/10.—James November 1957 250cc Commodore, swinging arm, dual seat, run 191 miles only, as brand new, terms, exchanges.—Dilley, 374, Forest Rd., London, E.17. Tel. Lar. 1521. [C1030]
MEETEN'S, Shannon Corner, New Malden, for immediate delivery of all the latest 1958 James models at lowest hire purchase prices; exchanges, tuition, spares, unbeatable Villiers service, trade supplied.—Tel. Malden 5110. [C1203]
KING'S OF OXFORD for sure 1958 James models, immediate delivery 10 minutes personal visit or 24 hours post; cars, motor cycles or 3-wheelers; part exchange, no fums or humbug; easiest friendly terms; you must get details now and enjoy life.—King's, New Rd., Oxford. [C1171]

JAMES SPARE PARTS

HOE STREET GARAGE LTD.—James and Villiers spares; center; c.o.d.—418, Hoe St., Wistow, E.17. Tel. Cop. 1710. [0274]
OSGOOD & COATES LTD., James specialist; spares and repairs.—781-3, Old Kent Rd., London, E.14. New Cross 051. [81026]
KATE'S OF EALING LTD., James spare parts stockists Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [81075/R]

J.A.P.

J.A.P. engines and spares; world's largest distributors.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellborough Rd., Rotherham, Tel. 1309. [0106/R]

KIEFT

SPEEDWAY OF ACTON.
1956 200cc, electric starter, many extras, super condition; £149/10; terms; exchanges.—310, Unbridge Rd., Acton, W.3. Acorn 5031-2. [C1121]

LAMBRETTA

LAMBRETTA.—Sole Concessionaires U.K.—Lambretta Concessionaires, Ltd., Head Office and Sales, Beverley Works, Kingston By-Pass, S.W.20. Tel. Malden 7721 Service Station, 213-219, The Broadway, Wimbledon, S.W.19. Spares, 221-227, The Broadway, Wimbledon, S.W.19. Tel. Cherrywood 3241. Accessories, 41, Oxford Ave., S.W.19. Tel. Liberty 3962. [0475/R]

REX JUDD offers:—
1955 (late) Lambretta 150cc LDB, exery extra, immaculate condition; £119.
TERMS and exchanges.—High St., Edgware 3944. [C1077]

SPEEDWAY OF ACTON.
1957 LDA 150cc, electric starter, 2,000 miles only; £159/10.
1957 150cc LDB Mark I, host of extras, 2,000 miles only; choice of 4 from £129/10.
1956 LDB 150cc, many extras, choice of 6 from £125.
1955 LD 150, many extras, choice of 12 from £89/10.
THREE months' written guarantee all used machines. Every new model immediate delivery.—310, Unbridge Rd., Acton, W.3. Acorn 5031-2. [C1121]

KING'S OF OXFORD of course!
KING'S easiest friendly terms!
KING'S superior national service.
KING'S take any road vehicle part exchange.
KING'S undoubtedly for Lambretta.
KING'S OF OXFORD, New Rd., Oxford. [C1171]

LAMBRETTA HIRE SERVICE, Ltd.
ALL models, new and used, including sidecars and 3-wheelers; part exchange, hire purchase.
SELF-RIDE hire from 18/- per day.
SPARES and accessories; largest stockists in the country, trade and retail, cash or by post.
LAMBRETTA HIRE SERVICE LTD., 221-227, and 223, The Broadway, Wimbledon, S.W.19. Cherrywood 2341-2-3, also at 32, Monarch Parade, Mitcham, Surrey Mitcham 51412. [7092]

ROWLAND SMITH'S for Lambretta.
NEW scooters, mopeds and trucks in stock.
FREE tax and insurance with second-hand scooters.
85—Lambretta 1956, 150cc, windshield, pillion, one owner; choice of 7 Lambrettas; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. [C1114]

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

LAMBRETTA.—Loxham's Motor Cycle House; exchange, h.p. terms.—Tel. 4242 Preston. [0044/R]

SUPREME SELECTION

- 1953 TRIUMPH ST, chromium crash bars, Nacelle, sprung hub, dual seat ... 498 0
- 1954 B.S.A., 250 c.c., maroon and chromium finish, 4-speed foot change, dual seat, sprung frame ... 469 10
- 1955 EXCELSIOR 98 c.c., screen, black and chromium, speedometer ... 429 10
- 1952 TRIUMPH Tiger 100, alloy motor, sprung hub, mirror, dual seat, good tyres ... 1105 0
- 1955 (Reg.) ENFIELD Bullet, alloy head, s/arm, dual seat, silver and chromium finish, good tyres ... 475 0
- 1949 B.S.A. B.31, green and chromium finish, new dual seat, new front tyre, recommended ... 448 0
- 1950 AMBASSADOR 197 c.c., direct lighting, paintwork poor, speedometer, good runner ... 419 10
- 1955 JAMES 197 c.c., s/arm, full width hubs, maroon and chromium, d/seat ... 478 0
- 1948 B.S.A., 500 c.c., B.33, maroon petrol tank, pillion seat, stop lights, good tyres, bargain ... 456 0
- 1954 ARIEL Colt, 200 c.c., green and chromium finish, s/hub, d/seat, very clean. Choice of 4 from ... 469 10
- 1956 DOT 197 c.c., Mancunian, leading link forks, full width hubs, s/arm, green and chromium finish, s/arm, windscreens, very low mileage, recommended ... 1118 0
- 1957 AMBASSADOR Popular, 150 c.c., s/arm, full width hubs, maroon finish, d/seat ... 489 10
- 1955 JAMES 225 c.c., s/arm, d/seat, full width hubs, really outstanding ... 1118 0
- 1949 B.S.A. Star Twin, s/frame, d/seat, silver and chromium finish, motor needs attention ... 482 10
- 1939 VINCENT Comet, 500 c.c., s/frame, d/seat, dual brakes, Lucas Magdyno lighting, speedometer, good battery. Bargain ... 452 10
- 1954 NORMAN 197 c.c., 4-speed, s/arm, green and chromium finish, d/seat, stored two years ... 472 10
- 1954 A.J.S., 500 c.c., Twin, black and chromium, full width hubs, carrier ... 4148 0
- 1951 B.S.A., 500 c.c. Twin, maroon and chromium finish, crash bars, leg-shields, d/seat, very clean, carrier ... 478 0
- 1950 SUNBEAM S.7, green and chromium finish, leather pannier bags, mirror, carrier, good tyres ... 478 0

45 DEPOSIT RESERVES ANY OF THE ABOVE

1,000 MACHINES IN STOCK. SEND FOR LISTS

LARGEST POSTAL DEALERS IN THE SOUTH

COMERFORDS

LTD.

THAMES DITTON, SURREY

Station: SURBITON—15 minutes from Waterloo

Open 9 a.m. till 7 p.m. — Saturdays: 9 a.m. till 6 p.m.

Telephone: EMberbrook 5531 (PBX)

LAMBRETTA

ELEANOR MOTORS for Lambretta, terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5134. [0512]
WHITBY for bargains in used Lambrettas.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R]
HUDDESFIELD.—Lambretta, immediate delivery latest Mark III; walk in and ride out; exchanges, terms.—Arnold Moore, Oxford St. Garage. Tel. 3483. [0486/R]
WHITE & MARTIN for the Lambretta Scooter; immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R]
J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Lambretta agents; terms, spares, service, repairs.—123-4, Midway Parade, Cranbrook Rd., Barking, Ilford. Tel. Val. 0191. [C1119/R]
NEW Lambrettas from £23/19/2 down, 24 instalments £2/4/8 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. [0035]
COMERFORDS for Lambrettas, new and second-hand; exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Emsbrook 5531. [C1006]
ELITE MOTORS for your new Lambretta; every model for immediate delivery; spares, accessories, and officially appointed Lambretta service station.—551, Garratt Lane, Tooting Broadway, S.W.7. Balham 1200. [C1169/R]

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hamstead High St., London, N.W.3. Ham. 5134. [W1114/R]
GEORGE CLARKE pay most for Lambretta.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]
PURNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1152/R]

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Oxbridge Rd., W.3. Acorn 5031-2. [81121/R]
PALMER'S for Lambretta spares and service.—Stanley Rd., Teddington. Molesey 1646. [81003]
GENUINE Lambretta spares, 125/150; prompt c.o.d.—R. Malby & Co., 144, Micklegate, York, 24017. [0075/R]
ELEANOR MOTORS, Lambretta spares and service, Lambretta trained mechanics, all repairs. 265, Mare St., Hackney, E.8. Amherst 3523. [0237]
MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—648-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R]
GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 6 depots in the London area.—See display advertisement. [81052/R]
ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0498/R]

MAICO

MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-3. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Malcoletta 247cc and 277cc super scooter and Malcomobil 197cc, totally enclosed. All spares from stock. [0055/R]

RON MCKENZIE, 961, Chester Rd., Stretford, Lancs. Sales, service.—Longford 2100. [C1066]

CELTIC MOTORS, Ltd., for your new Malco Tynphon 400cc twin, immediate delivery, all colours.
TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandrye 5651. [0055/R]

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

CLAUDE RYE.—Immediate delivery new Malcos, choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

EARLY deliveries of these models are usually possible and if you order now through Wick Lane 533, Whitegate Drive, Blackpool, Tel. 24720. [0147]

CELTIC MOTORS, Ltd., for your new Malcoletta or Malco Mobil; immediate delivery from stock; demonstration models available.
TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandrye 5651. [0028/R]

THE north eastern's largest distributors: with 277 Malcoletta, Malcomobil and 400 Taitun motor cycle.—Ken Blakey, 58, Anlaby Rd., Hull 16420. [0026/R]

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0108/R]

COMERFORDS.—£1951/1 1957 Matchless twin, superb condition.—Portsmouth Rd., Thames Ditton. [C1008/R]

ARCHER OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd., Tel. 3483. [01363/R]

MATCHLESS 500 twin, 1957, 2,000 miles, £220; terms, exchanges.—Edwards Motors, Tulse Hill, S.W.2. [C1078/R]

NAYLOR & ROOT LTD

250 NEW

MOTOR CYCLES

COMBINATIONS

SCOOTERS & MOPEDS

THREE-WHEELERS

PAY 1/3rd DEPOSIT

RIDE AWAY

BALANCE OVER 24 MONTHS

MOTOR CYCLES

A.J.S. ARIEL
AMBASSADOR
B.S.A.
D.K.W. DOT
EXCELSIOR
F.BARNETT
JAMES
MATCHLESS
NORTON
R. ENFIELD
SUNBEAM
TRIUMPH
VELOCETTE
ZUNDAPP
SIDECARS

All leading makes

SCOOTERS

LAMBRETTA "VESPA"
NSU Prima
Bella
B.S.A. Dandy
D.K.R. Dove
MOPEDS
NSU Quickly
LAMBRETTA 48
ZUNDAPP
Combinette
J-WHEELERS
BOND
HEINKEL
RELIANT
A. C. PETITE

BEST FOR EXCHANGES!

Whatever you want, whatever you have, remember—we do exchanges all ways and our big business in good used machines means we always welcome part exchanges. So you are certain of the BEST POSSIBLE DEAL.

If your allowance exceeds the deposit for your new model you can have the difference in cash on the spot! If you have an existing h.p. account, we settle it for you.

It will PAY you to see us FIRST

FREE Service

SERVICE COUNTS! It is the thoroughness of our pre-delivery and FREE after-sales service which ensures maximum satisfaction from your new model.

"MOTOR CYCLE HOUSE" EAST HILL, S.W.18 NEAR CLAPHAM JUNCTION

BAT 2252 Hours: 9-7. Wed. 1 p.m. Sat. 6 p.m.
SPECIAL SCOOTER SHOWROOM:
297 Lavender Hill, Clapham Junction

NORTON

1957 Dominator 99, 8,000 miles, immaculate; £219.
LEWIS ELLIS & FOSTER, Ltd., 204, Rickmansworth Rd., Watford. Tel. Watford 3653. [7203]
MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

'55 Norton Dominator 88 de luxe, alloy head, excellent; £179.
'54 Norton ES2 500, s/arm, dual seat, excellent; £109.—Tel. Brixton 6555; terms and exchanges. [C1122]

ARCHER OF ALDERSHOT for Norton, etc., spares and service.—Victoria Rd. Tel. 325. [0366/R]
COMERFORDS for Nortons: new and second-hand.—Portsmouth Rd., Thames Ditton.

COMERFORDS.—£258!! 1957 model 9 Featherbed, fullest equipment, practically unused, taxed. [C1006]

ELEANOR MOTORS for Norton, terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5134.

SLOCUMBS OF NEASDEN!!! For your new 1958 Norton; always a good selection of guaranteed used models. [0315]

SLOCUMBS.—1957 Norton Dominator 99 600cc twin, Featherbed springer, immaculate; £239/10.

SLOCUMBS.—1954 Norton Dominator 88, 500cc twin, Featherbed springer, complete engine overhaul, perfect; £159/10.

SLOCUMBS.—1955 Norton ES2 500cc ohv s/arm springer, dual seat, carrier, just like new; £169/10; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. [C1115]

ERIC KENNARD & Co., can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3589. [10391/R]

ENTHUSIASTS!—500cc Norton ohc model C81, completely rebuilt in racing style, resprayed, rechromed; £90 o.n.o.—Box 4257. [7165]

WHITBYS OF ACTON.—New models in stock, exchanges, h.p. spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

KING'S OF OXFORD ensure friendliest deal, easiest terms, your 1958 Norton models, immediate delivery 10 minutes visit, 24 hours post, any motor cycle, car or three-wheeler part exchange backed by real national service, you always win at—King's, New Rd., Oxford. [C1171]

NORTON WANTED

R ROWLAND SMITH'S, the Norton buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Norton.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

SMITH'S, 86, Chalk Farm Rd., N.W.1. want Nortons. —Gul. 2767. [10069/R]

NORTON SPARE PARTS

TAYLOR MATTERSON, Ltd.

NORTON spare parts specialists; largest selection of new genuine Norton spares in the south of England; all available parts in stock, prompt c.o.d. service. —Call, write or phone 74, Bedford Hill, Balham, S.W.12. Balham 4201-2. [0351/R]

C.O.D. by return post c.o.d.

ALL Norton gear box spares.

INCLUDING 1956-57-58 A.M.C. gear boxes.

JOE FRANCIS MOTORS, Ltd., 340, Footscray Rd., New Eltham, S.E.9. [0156/R]

C.O.D.—Tel. Eltham 1373, c.o.d.

CLAUDE RYE, Ltd., Norton specialists.—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [81105/R]

L. DANIELL, the Norton expert.—Comprehensive H. spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [0203/R]

GODFREYS, Ltd., Norton spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641; and 220, Barkin Rd., E.6. Gra. 9068. [81052/R]

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models; list free.—895-921, Fulham Rd., S.W.6. Renown 6174. [81105/1/R]

KAYS OF EALING, Ltd., Norton spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [81075/R]

GUS KUHN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5634 and 8435. Prompt c.o.d. by return service. [0132/R]

N.S.U.

HUMPHREYS

HUMPHREYS, N.S.U. Distributors for North London. Immediate delivery, Super Max. Prima Scooter and Quickly; full range of Quickly and Prima spares, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326 Sales and Euston 6536 Spares. [C1038/R]

ELEANOR MOTORS for N.S.U., terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5134. [10235]

WHITBYS.—Grand display N.S.U., Prima and Quickly.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

N.S.U. Prima, 1956, 5,000 miles, all access., self-start; £100.—3, Landway, Kensing, Sevenoaks, Kent. [7202]

CLAUDE RYE.—Immediate delivery, new 500cc C. Prima, choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1103/R]

NAYLOR & ROOT LTD

750 BARGAINS

THIRD DEPOSIT • RIDE AWAY

BALANCE OVER 24 MONTHS

90-day Written Guarantee. Part Exchange welcomed. Existing H.P. Ac's settled.

SCOOTERS

'56 LAMBRETTA D, 136 c.c. sports, pillion, £269
'56 VESPA, 125 c.c., dual seat, screen, spare wheel, £269
'56 LAMBRETTA, Ltd., 150 c.c., screen, pillion, extra, £106
'57 VESPA, 125 c.c., dual seat, screen, low mileage, £115
'56 BELLA, 200 c.c., d/seat, carrier, nice condition, £129
'57 LAMBRETTA, LDB Mk. 111, 160 c.c., screen, pillion, £139
'57 LAMBRETTA LDA, 160, d/seat, scrn., 400 miles, £169
'57 DAYTON Albatross, 250 Twin d/seat, panniers, 2,000 miles only, £108

SOLO MOTOR CYCLES

'56 A.J.S. 16M9, 350 c.c. ohv, dual seat, s/arm, £396
'56 A.J.S. Model 30, 500 Twin, dual seat, s/arm, £169
'54 A.J.S. 188, 500 c.c. ohv, dual seat, s/arm, £149
'56 ARIEL Colt, 200 ohv, sgr., d/seat, black/green, £109
'56 ARIEL KH, 200 Twin, dual seat, s/arm, £139
'56 ARIEL NB, 350 c.c. ohv, dual seat, s/arm, £139
'57 ARIEL Hunstmaster, 650 Twin, dual seat, s/arm, £209
'56 B.S.A. Bantam, 125, sgr., d/seat, legshields, £59
'56 B.S.A. C11, 250 c.c. ohv, sgr., dual seat, s/arm, £95
'57 B.S.A. Bantam Major, 150 c.c., d/seat, s/arm, 2,000 miles, £95
'56 B.S.A. B31, 350 c.c. ohv, sgr., dual seat, £96
'56 B.S.A. B35, 500 ohv, d/seat, s/arm, panniers, £139
'56 B.S.A. C12, 250 ohv, d/seat, s/arm, pillion, £149
'57 B.S.A. A10, 650 Twin, d/seat, s/arm, only 2,000 miles, £209
'54 DOT, 197 c.c. Trials, Earles forks, s/arm, £79
'56 EXCELSIOR Comet, 98 c.c., pillion, legshields, £39
'56 EXCELSIOR, 190 c.c., dual seat, s/arm, £139
'54 F. BARNETT, 197 c.c., dual seat, s/arm, £69
'55 F. BARNETT, 235 c.c., d/seat, s/arm, scrn., panniers, £119
'56 JAMES Comet, 98 c.c., dual seat, s/arm, £108
'56 JAMES Captain, 197 c.c., dual seat, s/arm, £108
'56 MATCHLESS G18, 350 ohv, dual seat, s/arm, £105
'56 MATCHLESS G80, 500 ohv, dual seat, s/arm, £139
'56 MATCHLESS G9, 500 Twin, dual seat, s/arm, £149
'56 MATCHLESS G11, 600 Twin, d/seat, s/arm, Avon fairing, £179
'54 NORTON Dominator 7, 500 Twin, d/seat, s/arm, £129
'57 NORTON 88, 500 Twin, d/seat, s/arm, immaculate, £112
'56 SUNBEAM 88, 500 ohv, dual seat, s/arm, £112
'57 TRIUMPH Tiger Cub, 200 ohv, d/seat, s/arm, 2,800 miles, £122
'56 TRIUMPH Speed Twin, 350 c.c., d/seat, spring hub, £125
'54 TRIUMPH Thunderbolt, 650 Twin, dual seat, s/arm, £139
'56 TRIUMPH Tiger 100, 500 Twin, dual seat, s/arm, £179

COMBINATIONS & 3-WHEELERS

'56 TRIUMPH GT, 500 Twin, dual seat, s/arm, BUMBAR, £319
'56 ARIEL Hunstmaster, 650 Twin, dual seat, s/arm, £319
'56 WATSONIAN Cambridge, 2-adult sin., sprung chain, £319
'56 TRIUMPH GT, 650 Twin, d/seat, s/arm, Avon fairing, £319
'56 HARRAD 800 Occasional 2-str., Mk. V, sprung chassis, brake, immaculate, £289
'57 ARIEL VB, 600 av., dual seat, s/arm, SURREY child/adult saloon, sprung chassis, low mileage, £309
'56 TRIUMPH T10, 650 Twin, dual seat, s/arm, S.W.A. LAW Trump single-str. saloon, sprung chassis, £239
'56 NORTON 198, 600 ohv, d/seat, s/arm, screen, WATSONIAN Mayetoke adult saloon, sprung chassis, £239
'54 TRIUMPH Tiger 110, 650 Twin, dual seat, s/arm, CANTERBURY single-seater saloon, £219
'56 B.S.A. M20, 600 av., sgr., dual seat, legshields, SURREY adult saloon, really excellent condition, £219
'56 B.S.A. A10 Golden Flash, 650 Twin, dual seat, s/arm, CANTERBURY single-seater saloon, sprung chassis, £209
'56 ENFIELD J2, 500 Twin port, pillion, SURREY child/adult saloon, sprung chassis, £148
'56 B.S.A. M21, 600 av., sgr., d/seat, scrn., legshields, SWALLOW full-door child/adult saloon, £169
'51 VIRGENT Comet 500 ohv, sgr., d/seat, single-seater sports silecer, £139
'56 B.S.A. Golden Flash, 650 Twin sgr., d/seat, B.S.A. single-seater touter de luxe, beige, £169
'56 BOND Minicar 197 c.c., Hardtop de luxe, spare wheel, splendid condition, £270
'56 BOND Minicar, 197 c.c., Family 4-seater de luxe, self-starter, spare wheel, £249

SPARES AND ACCESSORIES

Full range of Accessories for motorcycles and scooters. APPOINTED SPARES STOCKISTS FOR A.J.S., MATCHLESS and SUNBEAM (post-war models).

WANTED!

Top Value in Spot Cash paid for late model scooters, motor cycles, combinations & 3-wheelers. Get our price first!

"MOTOR CYCLE HOUSE" EAST HILL, S.W.18 NEAR CLAPHAM JUNCTION

BAT 2252 Hours: 9-7. Wed. 1 p.m. Sat. 6 p.m.
SPECIAL SCOOTER SHOWROOM:
297 Lavender Hill, Clapham Junction

ROYAL ENFIELD

O'NEILL BROS., Ltd., of Hendon, for Amal racing carburettor service; jets, needles, slides and spares for RN, GP, and T.T. carburettors.—270, West Hendon Broadway, N.W.9. Tel. Hendon 8629. [S117]

NEW MINI-CARS	
A.G. Petite 330 c.c.	\$390 8
A.G. Isotta 390 c.c.	\$395 19
R.N.W. Isotta "Plus" Model	\$399 19
BOND, all models from	\$279 5
HEINKEL Cabrio Cruiser 174 c.c.	\$394 17
HEINKEL Cabin Cruiser 204 c.c.	\$407 18
HEINKEL Cabriolet 181 200 c.c. of 1498	\$339 13
HEINKEL Cabriolet Convertible	\$339 13
RELIANT Regal from	\$433 3

Hill, S.W.18. Bat. 2252. [S1089]

13 FE

HARR—35
2837-S
HUMP
for
N.W.I.
MILL
Bend St.
London
KAYS
stock
Band St.
BECKE
COURTNEY
GODF
bes
ion by
work
MacKau
24-hour
spa
also for
HUMPH
L.D. Pos
Tel. 2145
RAPID
with
the Month
delivery;
spare wh
HUMPH
3302-S.
VIC CA
1957
THE NE
TERMS
JOHN C
Below
JOHN C
—Bel
197
COMM
C deliv
B.S.A., I
and se
mouth R
A
WHIT
h's exch
5383
ROWLA
A LL
FREE
cycles
65-
last; op
Smith, H
1956
LEWIS
Rd.,
ALLAN
laire
ARCHE
and se
ELRAN
265, I
T. W. K
special
6785.
ERKIN
Ward
Working
SLOCUM
Trium
used mod
SLOCUM
S/A/R/M.
4239-10
SLOCUM
S/A/R/M.
used mod
SLOCUM
S/A/R/M.
3355.
COMER
Rend
5383
1958
ton, Corn

SUNBEAM SPARE PARTS

HARRY NASH, huge stock S7 and S8 spares; c.o.d. 391, King St., Hammersmith, W.6. Riv. [S1090]
HUMPHREYS, official Sunbeam spares stockists, for post-war models, c.o.d.—122, Hampstead Rd., N.W.1, Euston 6556. [S1058/R]

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors.—363-5, London Rd., Mitcham, Tel. 0829. [C116/R]

KAYS OF EALING, Ltd., Sunbeam spare parts stockists, quotations or c.o.d. by return—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east.—25, Courtyard, Eltham, S.E.9. Tel. Elt. 2009 and 4840. [S1056/R]

GODFREYS, Ltd.—S7 and S8 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Croydon, Cn. 3641; 208, Great Portland St., W.1. Eus. 4652; 48, Romford Rd., Forest Gate, E.7. Gra. 1234. [S1052/R]

WILL LORD (Sunbeam specialist) for all your Sunbeam spares, pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied.—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. [C532/R]

SUNBEAM SERVICE

24-hour C.O.D. service on all Sunbeam S7 and S8 spares and exchange replacement units stockists, the Amal, Lucas and Smiths speedos. Don't be off the road contact us first.—Coventry Motor Mart, Ltd., Post Department 7, 86, London Rd., Coventry. Tel. 2149-7. [C066/R]

TERROT

RAPID MOTORS offer the amazing 125cc Terrot with preselector gear box, 140mpg, winner of the Monte Carlo Scooter Rally Trophy, for immediate delivery; price £159/15/5 including parking lights, gear wheel, pillars, etc.; demonstration model available—269, Haydens Rd., Wimbledon, Cherrywood 3023-5. [C1162/R]

TRIALS AND SCRAMBLES

VIC CAMP MOTORCYCLES offer:—

1957 350cc A.J.S. Trials, sv. arm, no lights; £169/10. [S1115/R]

THE new Greaves 2TA trials model for immediate delivery. [S1115/R]

TERMS, exchanges.—Vic Camp, 131, Queen's Rd., Walthamstow, E.17. Tel. Cop. 2093. [C1007]

JOHN CATCHPOLE'S 497cc Ariel, sidecar outfit; £115. [S1115/R]

JOHN CATCHPOLE'S 596cc Scott, sidecar outfit; £85. [S1115/R]

197 Francis-Barnett solo; £60.—Halfway Garage, Halfway St., Sidcup, Kent. [C7201]

COMERFORDS for trials and scrambles machines; delivery from stock. Greaves, Ariel, Norman, B.S.A., Dot, good s/h models bought for cash; deal with the loco-motored competition specialists.—Portsmouth Rd., Thames Ditton, Emsbrook 5531. [C1006]

TRIUMPH

WHITBYS OF ACTON—Biggest dealers in the Home Counties for Triumphs; immediate delivery, h.p. exchanges.—275, Acton Vale, London, W.3. She. 355. [C1128/R]

ROWLAND SMITH'S for Triumph.

ALL models supplied.

FREE tax and insurance with second-hand motor cycles.

65cns—Triumph Terrier November 1954 150cc, ohv, springer, very good condition; terms, exchanges, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

1956 6T 650cc, immaculate; £175.

Lewis Ellis & Foster, Ltd., 204, Rickmansworth Rd., Watford, Tel. Watford 3653. [C7204]

ALAN JEFFERIES for expert attention.—120, Salford Rd., Shipley 54271. [C1067/R]

ARCHER OF ALDERSHOT for Triumph, etc., spares and service.—Victoria Rd., Tel. 323. [C065/R]

ELEANOR MOTORS for Triumph, terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5154. [C0316]

T. W. KIRBY MOTOR CYCLES, Ltd., your Triumph specialists, 10, Roneo Corner, Hornchurch, Tel. 0413. [C0413]

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock.—Goldsworth Rd., Woking 4800. [C0023/R]

SLOCUMBS OF NEASDEN!!! For your new 1958 Triumph; always a good selection of guaranteed and used models.

SLOCUMBS—1957 Triumph T110 650cc ohv twin, s/arm, alloy head, black and silver, as new; £265. [S1115/R]

SLOCUMBS—1956 Triumph T110 650cc ohv twin, s/arm, alloy head, immaculate; £199/10. [S1115/R]

SLOCUMBS—1957 Triumph Tiger Cub competition, upstap pipe, 304 miles only, as new; £139/10; immediate ride away, h.p. terms, part exchange, with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 355. [C1115]

COMERFORDS for Triumphs, new and second-hand; send for lists.—Portsmouth Rd., Thames Ditton, Ems. 5531. [C1006]

1958 Triumph 21, 1,400 miles; £180 or exchange A35 van.—Cawsey, 8th, Pethewin, Launceston, Cornwall. [C7196]

ELITE

MOTORS (TOOTING) LTD.

1,000 MOTOR CYCLES

SCOOTERS

3-WHEELERS

SOLDS		Cash Price
B.S.A., 1946, M20 500 c.c. side valve, As new, Cash only....		£10
B.S.A., 1939, B21 250 c.c. O.H.V. Trials, with teleforks....		£35
B.S.U., 1955, Quickly 50 c.c. 2-speed mopeds, Good value....		£28
ARIEL, 1951 reg. ex-W.D. 350 c.c. O.H.V., teleforks, clean....		£39
B.S.A., 1952, D1 125 c.c. 2-stroke, 3-speed springer.....		£45
VELOCETTE, 1953, LE 200 c.c. N.V., water-cooled twin sprg....		£55
NORTON, 1950, B22 500 c.c. O.H.V. teleforks, spring frame....		£55
VESPA, 1954, Scooter 150 c.c., screen, spare wheel, etc....		£59
JAMES, 1955, Comet 95 c.c. 2-stroke 2-speed springer.....		£70
R. ENFIELD, 1951, Model 6 250 c.c. O.H.V., teleforks, clean....		£59
B.S.A., 1949, A7 500 c.c. O.H.V. twin sprnger, Bargain....		£89
DOUGLAS, 1953, Mk. V 350 c.c. O.H.V. twin sprnger, teleforks....		£89
TRIUMPH, 1955, Terrier 150 c.c. O.H.V. 4-speed springer....		£89
NORTON, 1950, B22 500 c.c. O.H.V. teleforks, spring frame....		£89
VESPA, 1954, Scooter 150 c.c., screen, spare wheel, etc....		£59
JAMES, 1955, Comet 95 c.c. 2-stroke 2-speed springer.....		£70
LAMBRETTA, 1954, LD 125 c.c. screen, carrier, dualbeam....		£89
R. ENFIELD, 1952, Bullet 350 c.c. O.H.V. s/arm springer....		£109
F. BARNETT, 1955, Falcon 197 c.c. 2-stroke s/arm sprg....		£95
B.S.A., 1955, C11G 250 c.c. O.H.V. spring frame, teleforks....		£95
TRIUMPH, 1956, T20 250 c.c. O.H.V. 4-speed spring frame....		£99
ARIEL, 1954, N1 350 c.c. O.H.V. s/arm springer, teleforks....		£105
MATCHLESS, 1953, G31S 350 c.c. O.H.V. s/arm springer, tel....		£105
F. BARNETT, 1956, Falcon 200 c.c. 4-speed s/arm springer....		£109
R. ENFIELD, 1955, Clipper 229 c.c. O.H.V. s/arm springer....		£119
LAMBRETTA, 1956, LDB 150 c.c. battery lighting, extras....		£119

HIRE PURCHASE TERMS

All machines listed here are available for 1/3
Deposit, balance payable over 12, 18 or 24 months

JAMES, 1956, Comet 225 c.c. 4-speed, s/arm springer....	£119
B.S.A., 1954, B31 350 c.c. O.H.V. s/arm springer, teleforks....	£129
BELLA, 1956, 150 c.c. 4-speed, self-starter, Extras....	£139
R. ENFIELD, 1955, Bullet 350 c.c. O.H.V. s/arm springer....	£139
DIANA, 1955, Scooter 200 c.c. self-starter, Many extras....	£145
DATTON, 1957, Albatross 225 c.c. Very low mileage....	£149
A.J.S., 1956, 16MS 350 c.c. O.H.V. s/arm springer, As new....	£159
SUNBEAM, 1955, SS 500 c.c. O.H.V. shaft drive springer....	£189
NORTON, 1955, SS 500 c.c. O.H.V. de luxe springer, Nice....	£189
ARIEL, 1957, N1 350 c.c. O.H.V. crash bars, Immaculate....	£179
NORTON, 1956, 195 600 c.c. O.H.V. s/arm sprg, panthers....	£179
B.S.A., 1956, A10 650 c.c. O.H.V. twin plunger springer....	£189
TRIUMPH, 1956, 6T 650 c.c. O.H.V. twin s/arm springer....	£189
ARIEL, 1957, PH 650 c.c. O.H.V. Huntmaster, s/arm sprg....	£195
TRIUMPH, 1956, T110 650 c.c. O.H.V. fast sports twin....	£199
B.S.A., 1956, A10 650 c.c. O.H.V. s/arm springer, Very nice....	£199
TRIUMPH, 1956, T100 500 c.c. O.H.V. Avon Fairing, etc....	£199
MATCHLESS, 1956, G11 600 c.c. O.H.V. s/arm sprg, Clean....	£209
TRIUMPH, 1956, T16 600 c.c. O.H.V. Trophy Trials spec....	£209
NORTON, 1955, 59 600 c.c. O.H.V. de luxe Dominator, Clean....	£215
A.J.S., 1957, Mod. 30 600 c.c. O.H.V. twin, Immaculate....	£215
B.S.A., 1956, Gold Star 500 c.c. Clubmans spec. Fast....	£219
TRIUMPH, 1957, 6T 650 c.c. O.H.V. twin, O.J. wheel, extras....	£225
NORTON, 1957, 59 600 c.c. O.H.V. de luxe Dominator, Clean....	£239
B.S.A., 1957, Gold Star 600 c.c. Racing spec, alloy rims....	£239
NORTON, 1957, 59 600 c.c. O.H.V. Avon Streamliner, As new....	£259

COMBINATIONS AND THREE-WHEELERS	
NORTON, 1956, B22 500 c.c. O.H.V. spring frame, teleforks....	£289
Ritch Watsonian clubbail saloon s/arm springer, Fair condition....	£289
PANTHER, 1955, 72 350 c.c. O.H.V., with dualbeam, screen, highlights, fitted Watsonian Windor on LX chassis....	£289
NORTON, 1955, B22 500 c.c. O.H.V. s/arm springer, dualbeam, screen, fitted large Wat. Maxstoke O.A. saloon s/arm....	£159
B.S.A., 1955, A10 650 c.c. twin O.H.V. plunger springer, with Watsonian Sports Avon, Outfit in beige, Immaculate....	£209
B.S.A., 1955, A10 650 c.c. s/arm springer, beige finish, with matching B.S.A. s/water saloon s/arm, Nice outfit....	£219
NORTON, 1955, 58 500 c.c. O.H.V. Dominator De luxe, low mileage, fitted as new Stein 5500, screen, hood and brake A.O. FETTER, 1957, Mark II, 500 c.c. 12 volt lighting, self-starter, reverse gear, indicators, spare wheel, etc....	£339

AND MANY OTHERS.
 ● PART EXCHANGE YOUR CAR, MOTOR CYCLE, SCOOTER OR 3-WHEELER
 ● WE GUARANTEE REAL AFTER-SALES SERVICE

MAIL ORDER COUPON

Our renowned Postal Dept. will send you a complete list of our 1,000 Bargains. Post Coupon Today.
 £3 secures any machine.

NAME.....
 ADDRESS.....

ELITE MOTORS (TOOTING) LTD.
 953-961 GARRATT LANE
 TOOTING, LONDON, S.W.17
 (400 yards Tooting Broadway Tube)
 PHONE BALHAM 1200 (20 lines)
 OPEN MONDAY TO SATURDAY, 9 a.m. to 7 p.m.

TRIUMPH

LIGHTFOOT MOTOR CYCLES for your new Triumph.—163, High St., Potters Bar, Middlesex. Potters Bar 3129. [C1178/R]

1956 Thunderbird, crystal grey, s/arm springer; £180; h.p. exchanges.—Lilley of Beckenham, Ltd., Bec. 0094. [C1064]

JIM ALVES for 100% Triumph spares, service, parts, all models, exchanges; h.p.; insurance while you wait.—97, High St., Street, Som. Tel. Street 355. [C0250/R]

HARRY NASH—New 1958 TR6, 24 months H.P. exchanges.—1956 (March) Tiger Cub, very well kept.—391, King St., Hammersmith, W.6. Riv. 2878. [C1090]

J. J. DOUBLE (MOTOR CYCLE), Ltd., 1958 Triumph agents; terms, spares, service, repairs.—209-811, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

HARVEY'S for your new Triumph; terms, part exchange; full spares stock, repair service for Triumphs only.—47, South Lambeth Rd., S.W.8. Rel. 6661. [C0058/R]

!!! Grays, Croydon, genuine 1954 Triumph Tiger 100, s/arm, exhilarating performance. Beautifully original, written guarantee; staggering value; 139cns; terms, exchanges; 80 others.—56-58, South End, Croydon, Tel. 3645. [C1175]

KING'S OF OXFORD for 1958 Triumph models, easiest, friendly terms any motor cycle, car, three-wheeler, part exchange, immediate delivery 10 minutes visit or 24 hours post, you must really get the gain and win at King's, New Rd., Oxford. [C1171]

TRIUMPH WANTED

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Triumph.—Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

SMITH'S, 86, Chalk Farm Rd. N.W.1, want Triumph.—Gul. 2767. [C0070/R]

GOOD price paid for low-mileage 500cc or 650cc Triumph.—2, Repton Drive, Glidea Park, Romford, Essex. [C7206]

TRIUMPH 650cc or 500cc wanted, low mileage and good condition essential; combination considered.—10, Westwood Drive, Barking, Essex. [C7205]

FRED WARELL—Wanted, good, clean, post-war Triumph machines.—Fred Warell Motors, Ltd., 46-48, Chingford Mount Rd., Chingford, E.4. Larkswood 7330. [C7055]

TRIUMPH SPARE PARTS

H. & L. MOTORS, Ltd., offer

21 years of Triumph Service.

IF it's listed we stock it. Spares and exchange units for all models, 1937 to 1958.
24-HOUR c.o.d. postal service.

QUOTATIONS and free lists with pleasure.

H. & L. MOTORS, Ltd., Stroud, Glos. Stroud 1273-4-5. [C0495]

HARVEYS, 100% Triumph spares stockists.

HARVEY'S stock Triumph spares down to the last nut and bolt; also Lucas, Amal, BTH, B.U.; spares by return c.o.d.; specialised repair service for Triumphs only.—47, South Lambeth Rd., S.W.8. Rel. 6661. [C114/R]

HARWOODS OF RICHMOND, Ltd.—100% Triumph spares stockists; 1/2 min. Str.—Ric. 2045. [S1060/R]

GLANFIELD LAWRENCE, Triumph spares stockists.—407, High Rd., N. Finchley, N.12. Pin. 0091. [S1044/R]

WHITBY'S OF ACTON—All Triumph, Lucas, Amal spares.—263, Acton Vale, London, W.3. She. 6785. [S1128/R]

S. A. COLES for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10. Ley. 7171. [S1017/R]

JIM ALVES for 100% spares, service, parts, by return, c.o.d.—97, High St., Street, Som. Tel. Street 355. [C0251/R]

BILLY BRIGGS, Lancashire's largest stockists.—By return c.o.d.—319, Chapel St., Salford. 3. Bla. 1354. [C0450/R]

CLAUDE RYE, Ltd.—Large stocks of spares, including ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

ERIC OLIVER—All twin post-war spares available, trade or retail, cash or C.O.D.—99, London Rd., Staines, Tel. 3733. [S1022]

GATEHOUSE MOTORS, Ltd.—100% Triumph spares stockists, c.o.d., immediate attention.—136, Archway Rd., Highgate, N.6. Fitzrovia 2287. [C055/R]

CLAUDE RYE, Ltd., Triumph specialists.—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

F. FREEMAN, Ltd.—100% Triumph spares stockists; c.o.d.; immediate delivery.—34, Hammersmith Bridge Rd., W.6. Tel. Riverside 2287. [C054/R]

PULLINS MOTOR CYCLES—Largest Triumph spares stockists; c.o.d. service, open Sundays 9 to 12.—84, Lordship Lane, S.E.22. For. 2314. [C512/R]

MOORES OF TOTTENHAM for genuine Triumph spares; over the counter "c.o.d."—Tel. Tottenham 2440. [C051/R]

KAYS OF EALING, Ltd., Triumph spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

TRIUMPH SPARE PARTS

LIGHTFOOT MOTOR CYCLES for Triumph spares & repairs; exchange parts service; s.a.e. list—763, High St., Pottery Bar Midlands. Pottery Bar 3129. (S1178/R)

POTNEY AUTOS—Genuine spares for post-war models.—24hr. c.o.d. service; tremendous range in stock.—263, Putney Bridge Rd., S.W.15. Putney 6887. (S1136/R)

BRACKPOOLS—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—763, For. 2586. Call or write 229, Stanstead Rd., Forest Hill, S.E.23. (S1052/R)

GODFREY'S, Ltd., Triumph spares specialists: c.o.d.—226-234, London Rd., Croydon, Cro. 3641-3. 208, Great Portland St., W.1. Eus. 4632-4; and 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 230, Barking Rd., East Ham, Gra. 6068. (S1052/R)

TRIUMPH SERVICE

£2/10—Triumph tanks, stored lined, originality guaranteed; tank reconditioning, 1,000 service tanks—Malcolms (Enamellers), Monmore Green, Wolverhampton. (7109)

T.W.N.

INDUSTRIA (LONDON), Ltd., Boyn Valley Rd., Maidenhead, Berks. Tel. Maidenhead 2480. Appointed sole concessionaires in the U.K. for Contessa, Vespa Scooters and Pipe Mopeds. (10814)

CLAUDE RYE—Immediate delivery new T.W.N. scooter and motor cycle; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

VELOCETTE

VELOCE, Ltd., Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 1145. (10170/R)

ROWLAND SMITH'S for Velocette.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

59 gns.—Velocette Twin 1953, 192cc, pillion, panniers, windshield; choice of 5 L.E.s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

1956 500cc Venom, ohv, good condition; £175.—19, Four Acres, W.G.C., Herts. (7194)

GODFREY'S, Ltd., all models, all depots; see display advertisement. (C1052/R)

L. STEVENS, Ltd., the 100% Velocette specialists: 1955 models now in stock.

S—Also a large selection of good used machines.—147-151, Goldhawk Rd., Shepherd's Bush, W. 12. She. 1154-5. (C1151/R)

HUMPHREYS—Velocette sales, spares and service; new machines in stock for immediate delivery.

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.). Euston 3326 (C1068/R)

A. H. TOOLEY, Velocette specialists, Station Garage, Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 2574. (10040/R)

SLOCOMBES OF NEASDEN!!! For your new 1956 Velocette; always a good selection of guaranteed used models.

SLOCOMBES—1957 Velocette LE200cc twin, s/arm springer, widescreen, metal panniers, choice of three; £159/10.

SLOCOMBES—1951 Velocette LE200cc twin, large screen, panniers, good condition; £59/10; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. (C1115)

LITTLEJOHN'S main dealer, machines, spares; terms, exchanges.—2, Ruislip Rd., Greenford, Wazlow 3255. (10528/R)

WHITBYS—Velocette enthusiasts; new and second-hand.—275, Acton Vale, London, W.3. Shop Bush 5355. (C1128/R)

GEOFF DODKIN—Works trained approved Velocette specialist LE service, spares, repairs.—28, Queens Rd., S.W.14. Prospect 8779 (C1009)

RAPID MOTORS for all models and spares.—269, Haydon Rd., Wimbledon, Cherrywood 3202; and 70, Godstone Rd., Whyteleafe, Surrey, Uplands 0895. (C1162/R)

KING'S OF OXFORD delighted supply 1956 Velocettes, easiest friendly terms, finest really national service, any motor cycle, car or three-wheeler part exchange, enjoy motor cycling the free and easy way and get in touch now—King's, New Rd., Oxford. (C1171)

VELOCETTE WANTED

R **ROWLAND SMITH'S**, the Velocette buyers, Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

1956 Velocette Viper or Venom wanted privately, cash.—Box No. 4273. (7196)

GEORGE CLARKE pay most for Velocette.—278, Brixton H'1, S.W.2. Tulse Hill 3211. (W1019)

VELOCETTE SPARE PARTS

ARCHERS, the Velo Felo for spares and service.—Victoria Rd., Aldershot. Tel. 323. (10367/R)

L. STEVENS, Ltd., the country's largest stockists of genuine Velocette spares. Olimpia screens, carriers, s-arm and pannier equipment; LE flywheels remanufactured on our premises; prompt C.O.D. service.—147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-5. (S1151/R)

HUMPHREYS for LE spares and service; c.o.d.—122, Hampstead Rd., N.W.1 Euston 6336. (S1058/R)

GODFREY'S, Ltd., Velocette spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro. 3641. And 220, Barking Rd., E.6. Gra. 6068. (S1052/R)

MOTORS LIMITED

COMPLETE SERVICE

FOR YOUR

TRIUMPH

SPARES

'If it's listed we stock it'

Use our famous Spares Service for all your requirements. All models 1937-57. Also finest available range of accessories specially designed for Triumph machines.

REPAIRS AND EXCHANGE UNITS

Our modern workshops are equipped to cater for all your repairs—from a rebore to a complete 'smash job'. Insurance repairs our speciality. Priority service to Triumph owners or 'Do-it-yourself' by using our popular service exchange scheme.

Send for free lists and pre-paid mail order cards.

RETURN OF POST SERVICE

C.O.D. OR QUOTATION

HEAD OFFICE AND MAIL ORDER

STROUD · GLOS

Telephone STROUD 1273/4

BIRMINGHAM CEN 5838
ROSS-ON-WYE ROSS 2098
EYESHAM EVE 6054

VELOCETTE SPARE PARTS

KAYS OF EALING, Ltd., Velocette spare parts stockists. Trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (S1075/R)

PREMIER—Largest Velocette spares stock in the country, all models, 24-hour c.o.d. service.—Premier Motor Co., Aston Rd., B'ham, 6. Aston Cross 4281. (S1100/R)

RAPID offer full comprehensive stock of genuine Velocette spares; prompt c.o.d.; all models.—Haydens Rd., Wimbledon, Cherrywood 3202. (S1162/R)

WEST END MOTORS, Ltd., for Velocette spares at 179, Upper Tooting Rd., S.W.17, and 171, High St., Peckham, S.E.15. Tel. Bal. 4231 and New X 5118/9. (10126/R)

VILLIERS

SAVE time, temper and trouble, try Meeten's for Villiers first.—Tel. Malden 3110 for everything Villiers or write, Meeten's for Villiers, Shannon Corner, New Malden, Surrey. (C125)

YOUNG'S, Villiers specialists, comprehensive stock; engines, gear boxes, spares and service exchange units for autocycles, motor cycles and industrial engines, list free; immediate quotations and supplies.—29/32, Tooting Bec Rd., London, S.W.17. Bal. 7791. (C1134/R)

MEETEN'S for Villiers, of course! If what you require is obtainable Meeten's will have it! New engines for farms, for industry, for motor and sub-cycles, service exchange engines of all types, rapid exchanges, magneto exchanges, crankshaft exchanges, etc., and, of course, all spares; try us when next you need really prompt attention, but not forget, we need your engine numbers trade supplied.—Tel. Malden 3110. Meeten's for Villiers, Shannon Corner, New Malden. (C1203/R)

VILLIERS SPARE PARTS

WATKINSON MOTORS, Official stockists.—13, Stockwell Rd., S.W.9 Bri. 2639. (S1174/R)

BRUCE LEWIN, Ltd., terrific stocks Villiers spares.—17, Narborough Rd., Leicester, Tel. 5230. (10025/R)

YOUNG'S—Villiers spares prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Balham 7791. (S1134/R)

OLIVERS OF TOTTENHAM for Villiers spares and service.—2, Bruce Grove, N.17. Tottenham 1975. (S1035/R)

GLANFIELD LAWRENCE, Villiers spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091. (S1044/R)

SPEEDWAY OF ACTON for all Villiers spares; 24-hour c.o.d.—314, Exbridge Rd., W.3. Acton 5031-2. (S1121/R)

GATEHOUSE MOTORS, Ltd., Villiers spares stockists; all parts c.o.d., by return.—196, Archway Rd., Highgate, N.6. Fitzroy 1666. (S1055/R)

CLAUDE RYE, Ltd., Villiers specialists; comprehensive range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. (S1105/R)

WHITBYS OF ACTON—All Villiers spares and exchange units.—263, Acton Vale, London, W.3. She. 6785. (S1128/R)

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models; s.a.e. quote by return.—895-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

BURTON-ON-TRENT—Villiers special c.o.d. telephone service of all types Villiers engine s/cycle and parts.—41, New St., Burton-on-Trent, Tel. 3368. (10565/R)

KAYS OF EALING, Ltd., Villiers spare parts stockists. Trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (S1075/R)

MANCHESTER official spares stockists and repairers of all types Villiers engine s/cycle and industrial.—Parkin, 437, City Rd., Manchester, 16. Tra. 0668. (10530/R)

GODFREY'S, Ltd.—Villiers spares stockists.—226-234, London Rd., W. Croydon, Cro. 3641-2; 208, Gt. Portland St., W.1. Eus. 4632; 418, Romford Rd., Forest Gate, Gra. 1234. (S1052/R)

O'NEILL BROS., Ltd., of Hendon for a comprehensive stock of spares and exchange barrels and crankshafts for 38, 122, 137 and 255cc models.—270, West Hendon Broadway, N.W.9. Tel. Hendon 8629. (S1179/R)

VINCENT

FISHERS OF ACTON.

1953 Vincent Black Shadow, immaculate record, engine recently; £199/10; deposit £66, 4 months £6 15 3.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. (C1006)

CONWAY MOTORS—Britain's largest Vincent specialists.

OFFER a few from their wide range of over 60 good second-hand Vincents, solos, combinations, 1000s, 500s, streamlined and naked models, all serviced by works-trained mechanics, specialists in postal services, machines sent anywhere in U.K.

ALSO a few sports sidecars, available with Vincent fittings; Swallow J.t. 80s, Garrard 820s, etc. verifiers, Watsonian Avons and Blackwell Bulletts; h.p. terms, one-third deposit, balance over 12-18-40 months.

CONWAY MOTORS, 301-307, Goldhawk Rd., Shepherd's Bush, W.12. (Sales) River 4872-3. (C1018)

SLOCOMBES OF NEASDEN always have a selection of good used Vincents.

SLOCOMBES—1956 Vincent Series D Shadow 1000cc one owner from new, 4,846 miles, just like new; £308/10; immediate ride away, h.p. terms, part exchanges with pleasure.—239-271, Neasden Lane, N.W.10. Gladstone 3355. (C1115)

RAYMOND WAY OF KILBURN

A SELECTION FROM OUR
HUGE STOCK OF MACHINES

SOLOS

- 1907 B.S.A. 100 c.c. Model DS, 8/4, dualseat, leg-shield. A clean, low-mileage lightweight. Special offer..... 80
- 1901 TRIUMPH 500 c.c. Speed Twin, sprung hub, dualseat, nacelle. Above average..... 95
- 1950 ROYAL ENFIELD 250 c.c. Clipper, 8/4, dualseat, immaculate, low mileage..... 119
- 1953 TRIUMPH 650 c.c. Thunderbird, sprung hub, dualseat, nacelle, exceptional condition..... 125
- 1949 B.S.A. 250 c.c. B.31, dualseat, smart and economical..... 45
- 1950 JAMES 197 c.c. Captain, alarm, dualseat, maroon and silver finish. Recommended..... 85
- 1953 B.S.A. 300 c.c. twin, spring frame, dualseat, nacelle, extremely attractive..... 110
- 1950 TRIUMPH 650 c.c. T.110, handlebar screen, crash bar, carrier, fast sports mount..... 160
- 1953 B.S.A. 650 c.c. Golden Flash, 8/4, handlebar screen, dualseat, beige finish, immaculate..... 160
- 1950 HONDA 500 c.c. Dominator, spring frame, attractive sports model..... 89
- 1950 FRANCH-BARNETT 235 c.c. Cruiser, 8/4, dualseat, legshields, special opportunity..... 109
- 1950 TRIUMPH 200 c.c. Tiger Cub, alloy motor, spring frame, dualseat, opportunity..... 85

COMBINATIONS

- 1950 VINCENT 1,000 c.c. Rapide, 8/4, Girraulica, fitted Garratt 2-adults, rear saloon sidecar. A magnificent outfit..... 160
- 1951 B.S.A. 200 c.c. M30, telescopic, fitted smart C/A saloon sidecar. A clean and reliable outfit..... 80
- 1953 B.S.A. 650 c.c. Golden Flash, sprung frame, dualseat, fitted Watkinson Ascot saloon sidecar on V.0.21 chassis. Powerful and reliable..... 150

SCOOTERS

- 1907 B.S.A. Dandy 70 c.c., full equipment including speeds, low mileage. As new..... 55
- 1954 VESPA 125 c.c., many extras, including screen, spare wheel and carrier. Particularly attractive..... 60
- 1955 VESPA 125 c.c., full electric, speeds, clean and reliable..... 95
- 1956 VESPA 150 c.c., extremely well equipped, including screen, carrier, crash bar, immaculate..... 105
- 1950 LAMBERTA 150 c.c. Model LD, completely equipped with pillion, rear carrier, good tyres, very special offer..... 105

3 months' written guarantee
on all used machines over £50

PLEASE WRITE CLEARLY

I want a.....
I have a.....
I value at £.....
NAME.....
ADDRESS.....

RAYMOND WAY

WILLESDEN LANE, N.W.6

Close to Gaumont State Cinema
MAIDA VALE 604 Open 9-7, Sat. 9-8
Open Sundays 10-12 for inspection only
and at 773 HIGH RD., SEVEN KINGS, ESSEX

VINCENT

HUMPHREYS for Vincent sales, spares and service; selection of used Vincents usually in stock.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1, Euston 3326. [C1058/R

95ms.—Vincent 1951 Comet, very good condition; choice of 4 Comets; free tax and insurance; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. [C1114

E. S. LONGSTAFF, Ltd., offers 1955 Vincent Rapide, Series C, 1000cc twin and Canterbury Crusader 6/ seater saloon on sprung chassis with brake, one owner, 12,000 miles only; £245; h.p. and part exchange welcomed.—E. S. Longstaff, Ltd., 108, High Rd., Woodford, E.18. Buckhurst 6369. [C1079

VINCENT WANTED

ROWLAND SMITH'S, the Vincent buyers.—Hampstead High St., London, N.W.3, Ham. 6041. [W1114/R
VINCENTS. Vincents. Vincents.

WE want to buy Vincents!! Bring them to:—

UNITY MOTORCYCLES, 1-3, Fulham High St., S.W.6. Renown 5759. [0158/R

GEORGE CLARKE pay most for Vincent.—278, Brixton Hill, S.W.2, Tulse Hill 3211. [W1019

HUMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1, Euston 3326. [W1058/R

POST Vincents urgently wanted for cash.—Ross Motors, Ltd., Regent St., Hincley, Leics. Tel. Hincley 586. [0036/R

CONWAY MOTORS.—Good quality used Vincents currently required for cash; exchanges welcomed; agents for leading makes of motor cycles and cars. Before selling your Vincent—
DIAL Riv. 4572-3. 301-309, Goldhawk Rd., W.12, Riverside 4572-3. [W1021/R

VINCENT SPARE PARTS

A. E. REYNOLDS, Ltd., offer by return, Vincent spares service.—Berry St., Liverpool (Royal 1475). [S1106/R

MILLARS MOTORS (MITCHAM). Ltd.—Vincent spares stockists and distributors.—363-5, London Rd., Mitcham. Tel. Mitcham 0829. [0131/R

HUMPHREYS, Vincent spares stockists and distributors for North London; c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1, Euston 5556. [S1058/R

CONWAY MOTORS have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders.—Conway Motors, Ltd., 301-309, Goldhawk Rd., W.2, Tel. (Spares) Riverside 5725. [S1021/R

ROSS MOTORS, Ltd.—The Midland Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders; c.o.d. if desired.—Ross Motors, Ltd., 16, Stockwell Head, Hincley, Leics. Spares. Tel. Hincley 641 and 558. [0412/R

WABO

CLAUDE RYE.—Immediate delivery new Wabo 98cc and 150cc: terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

ZUNDAPP

COMERFORDS for Zundapp Comblinette and Bella.—Portsmouth Rd., Thames Ditton. [C1006

WATKINSON MOTORS for immediate delivery usual terms.—Stockwell Rd., S.W.3, Bri. 2836. [C1274/R

CLAUDE RYE.—Immediate delivery Zundapp 201S: terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

ZUNDAPP WANTED

GEORGE CLARKE pay most for Zundapp.—278, Brixton Hill, S.W.2, Tulse Hill 3211. [W1019

ZUNDAPP BELLA

GODFREYS, Ltd., appointed dealers all depots.—See display advert. [C1052/R

GIPPS OF SOUTH HARROW.—Immediate delivery part exchanges welcome.—368, Northolt Rd., Bx. 2484. [C1053/R

CLAUDE RYE.—Immediate delivery new Zundapp Bella; choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

SPEEDWAY OF ACTON for immediate delivery all models Bella and Zundapp, all colours, from stock.—310, Uxbridge Rd., Acton, W.3, Acorn 5031-2. [C1121/R

WATKINSON MOTORS.—All models positively in stock; choice of colours, free tuition; exchanges welcomed, usual terms.—Stockwell Rd., S.W.3, Bri. 2838. [C1174/R

ELITE MOTORS for your new Bella, every model for immediate delivery; spares, accessories and service.—951-961 Garratt Lane, Tooting Broadway, S.W.17. Balham 1200. [C1169/R

MOTOR CYCLES MISCELLANEOUS

BROOKERS NORTH LONDON.

A GRAND selection of 1958 models, including Lambretta scooters and N.S.U. Quickly, in stock. A COMPREHENSIVE stock of good used combinations and solos; excellent h.p. facilities; all machines road tested.

Queen's Parade, Green Lanes, Hornsey, N.8, Tel. 2 Mountview 0284, 2 mins. from Turnpike Lane Tube Station. A few doors from Queen's Head Hotel. [C1135/R

Don't buy a
new bike...



UNTIL YOU HAVE BEEN IN TOUCH WITH

JORDANS OF HULL

THE POSTAL SPECIALISTS

IMMEDIATE DELIVERY on the EARLIEST TERMS
HIGHEST ALLOWANCES in part exchange
(we will take your camera too!)

No payments during UNEMPLOYMENT, SICKNESS, etc.

24 MONTHS TO PAY

POST COUPON NOW FOR DETAILS OF A

REAL MAN TO MAN DEAL

NO FUSS
REFERENCES
GUARANTORS



I require a (A)

CAR.....

SCOOTER.....

MOTORCYCLE.....

THREE WHEELER.....

and have a.....

Please send FREE Bargain Lists and details of "THE EASY JORDAN WAY"

NAME.....

ADDRESS.....

JORDANS, STORY STREET, HULL

Telephone: 16131 Open all day Saturday

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE

PHENOMENAL BARGAIN

BRAND NEW 1958

Canterbury
'AVENGER' MK.2.
 DOUBLE ADULT
 SALOON BODY
 FITTED TO 1952 M21 600 c.c. S.V.



ONLY
£139'10'0

COMPLETE

READ THIS SPECIFICATION

Brand New Canterbury Avenger Mk. 2. Double Adult Saloon. This full door double adult saloon offers exceptional value for money. With stressed ply construction, fully metalised body and door, and fabric covered top, the Avenger Mk. 2 maintains its popularity in the Canterbury range. In pursuance of comfort, deep sprung seat units are provided. Ample height, width and leg room add comfort to its extremely attractive appearance, finished in Maroon and Silver. Fitted to 1952 M21 600 c.c. S.V. B.S.A., Lucas Magdyno lighting, telescopic forks, oilbath primary chaincase, 4-speed footchange, Smith's speedometer, finished in Makers' colours with chrome parts, thoroughly checked in our workshops before despatch. Fitted with a used 4-point suspension B.S.A. chassis.

TERMS 1/3 DEPOSIT
24 MONTHS TO PAY
IMMEDIATE DELIVERY

3 MONTHS' WRITTEN GUARANTEE
EXCHANGES WELCOMED
25 WILL RESERVE THIS WONDERFUL BARGAIN

895-921 FULHAM RD. LONDON S.W.6

REKOWN 6174 (20 lines)
 8-30-6 daily Thurs 1 p.m.

(Nearest Station: Putney Bridge. Buses 14 & 96 pass the door)
 North London Branch: 183-187 High Rd., S. Tottenham, N.18

MOTOR CYCLES MISCELLANEOUS

HUMPHREYS.
HUMPHREYS.—New models, delivery from stock of most leading makes.
HUMPHREYS.—1957 Vespa, red, £115; also 1956, grey, £98; and 1955, red, £90.
HUMPHREYS.—1957 Lambretta LDB, £130; another 1956, £119; also 1955, £98.
HUMPHREYS.—1956 Dayton Albatross 225, grey/maroon, excellent, £130.
HUMPHREYS.—1956 NSU Prima scooter, red, excellent condition, £150.
HUMPHREYS.—1956 B.S.A. Bantam Major, dual seat, battery lighting, £79.
HUMPHREYS.—1956 Excelsior Tallman twin, s/arm, fairing, reg. 1957, £115.
HUMPHREYS.—1955 N.S.U. 250 Max, grey, registered 1957, mileage 5,000, £150; another blue, £139.
HUMPHREYS.—1955 B.S.A. B51 350, very carefully used, £145; also 1954 similar, £115.
HUMPHREYS.—1955 B.S.A. Bantam Major, screen, dual seat, etc., £65.
HUMPHREYS.—1955 Triumph Thunderbird with Canterbury adult s/seat, s/c, s/arm, magnificent outfit, £230.
HUMPHREYS.—1953 Norton Dominator with Avon s/c, superb outfit, £159.
HUMPHREYS.—1951 Matchless G3LS 350 ohv, s/arm, excellent condition, £89.
HUMPHREYS.—1951 Vincent Rapide, £155; also 1950 Rapide with almost new Monaco sidecar, £230.
HUMPHREYS.—New sidecars delivered from stock, most models, Watsonian, Garrard, Swallow, etc.
HUMPHREYS.—First-class used machines—call and view the full stock.
HUMPHREYS offer a magnificent range of new and also used machines, £50 upwards, all available on easy h.p. terms; personal accident, sickness and unemployment insurance available if desired; exchanges welcomed; your inspection invited; superb range of sidecars also available.
HUMPHREYS, Ltd., 116-122, Hampstead Rd., N.W.1 (cont. Tottenham Court Rd.). Tel. Euston 3326. [C1058]

FISHERS OF ACTON.

1954 49 B.S.A. 250 C11, fitted with single-seater sports s/c, goes well; £39/10; deposit £13/10, 12 months £2/11/8.
1951 B.S.A. Star twin, Ascot single-seater saloon with brake wheel, very sound outfit; £129/10; deposit £43/10, 18 months £5/11/5 or 24 months £4/7/6.
1948 Norton ES2 500 springer, c/a saloon s/c; choice of two; £69/10; deposit £23/10 12 months £4/3, or 18 months £2/19/6.
1948 Triumph Tiger 100 fitted with Steib s/c; £109/10; deposit £39/10, 18 months £4/14/7, 24 months £3/14/5.
1939 B.S.A. 350, very sound; £12/10 cash.
1939 Triumph Tiger 100; £29/10; deposit £10 12 months £2/0/10.
1951 B.S.A. Bantam 125 springer; £39/10; deposit £13/10, 12 months £2/11/8.
1947 Triumph 5T 500cc twin; £45; deposit £15, 12 months £2/6/8.
ARIEL 350 ex-Govt., teles, suitable breaking or conversion to racer; £19/10 cash.
1937 3 Matchless 350, very sound; £12/10 cash.
1955 James 96cc; £39/10; deposit £13/10, 12 months £2/11/8.
1948 Norton ES2 500 springer; £55; deposit £19, 12 months £3/8/8.
1949 Matchless 500, as it stands; £39/10; deposit £13/10, 12 months £2/11/8.
1949 50 trials Matchless, no light; £45; deposit £15, 12 months £2/18/4.
1949 Triumph 5T, nacelle head lamps; £45; deposit £15, 12 months £2/13/4.
MANY others to choose from.

SEND for our mammoth free list.

FISHERS OF ACTON, 44, Western Ave., East Acton, W.5, Shepherds Bush 5007. 3 mins. Acton Underground. [C1005]

GOODALLS OF EPSOM.

GOODALLS.—1953 B.S.A. Golden Flash, beige, good condition; £110.
GOODALLS.—1951 Triumph Tiger 100, sprung hub; £89/10.
GOODALLS.—1952 James 197cc springer; £65.
GOODALLS.—1956 Francis-Barnett 150cc, one owner; £82/10.
GOODALLS.—1955 B.S.A. 250 springer; £110.
GOODALLS.—1954 James 125cc springer, clean; £45.
GOODALLS.—1957 Triumph Tiger Cub one owner; £110.
GOODALLS.—1949 Triumph 350cc Twin; £55.
GOODALLS MOTOR CYCLES, Ltd., 55, South St., Epsom. Tel. 9563. Open 8.30-7. [1051]

KINGSTON MOTOR CYCLES offer:—

1956 Triumph Tiger 100, s/arm, one owner; £195.
1955 Ariel 500cc VH, s/arm; £139/10.
1951 B.S.A. 500cc Star Twin; £85.
1954 B.S.A. C11G 4-speed, sprung frame, completely overhauled; £89/10.
1953 B.S.A. 350cc B51, sprung frame; £99/10.
1956 Panther 250cc, s/arm, one owner; £109/10.

TERMS available on all models free delivery 10 miles radius of Kingston, no reasonable offer refused.
 —26-B, London Rd., Kingston-on-Thames, Tel. Kingston 2243. [C1075]

THE FINEST SELECTION

of MOTORCYCLES, SCOOTERS & MOPEDS

NEW & SECOND-HAND
IN NORTH LONDON
ALL THE BEST MAKES

ARIEL, 1951, 500 c.c. K.H. twin spr.	£89 10
BELLA, 1955, 200 c.c. 4-speed.	£115 10
BELLA, 1957, 150 c.c. 4-speed, self starter.	£145 10
B.S.A., 1954, 125 c.c. Bantam, spr. dual.	£55 10
B.S.A., 1957, 70 c.c. Dandy Scooter, speed.	£65 10
B.S.A., 1959, 350 c.c. B51 spr. panniers.	£59 10
B.S.A., 1954, 650 c.c. A16, s/arm, dual.	£155 10
ENFIELD, 1957, 100 c.c. Ensign, s/arm, dual.	£85 10
EXCELSIOR, 1956, 98 c.c. Consort spr.	£52 10
EXCELSIOR, 1956, 250 c.c. Sports Twin, s/arm, dual.	£129 10
FRANCIS-BARNETT, 1954, 197 c.c., s/arm, dual screen.	£69 10
ITOM, 1956, 50 c.c. 3 speed, s/arm.	£65 10
JAMES, 1950, 98 c.c. Comet, spr. carrier.	£49 10
LAMBRETTA, 1953, 125 c.c. I.D., s/wheel, carrier.	£78 10
LAMBRETTA, 1957, 50 c.c. Moped, s/arm.	£49 10
MAICO MOBI, 1956/7, 200 c.c. screen, s/wheel, etc.	£109 10
PROGRESS, 1956, 175 c.c., self starter, screen, carrier.	£159 10
SUNBEAM, 1955, 500 c.c. 88 sports, spr. dual.	£155 10
TRIUMPH, 1957, 650 c.c. T110, Avon, screen, 1 owner.	£219 10
VELOCETTE, 1952, 200 c.c. L.E. twin, panniers.	£65 10
VICTORIA, 1956, 50 c.c. Moped, used denim only.	£57 10
VICTORIA, 1956/7, 50 c.c. Scooter, only 80 miles.	£59 10
VESPA, 1956, 125 c.c. 421/R, dual carrier, etc.	£109 10
ZUNDAPP, 1956/7, 200 c.c. screen, 2,000 miles only.	£185 10

DEPOSIT 1/3 CASH PRICE

IMMEDIATE DELIVERY **TERMS UP TO 24 MONTHS**
H.F. ACCOUNTS SETTLED **EXCHANGES WELCOMED**
TAX AND INSURANCE CAN BE INCLUDED IN TERMS

CLAUDE RYE LTD
THE MOTOR CYCLE PEOPLE
183-187 HIGH ROAD
S. TOTTENHAM, N.15

STamford Hill 2340
Hours of Business: 9-6.30 Thursday 1 p.m.

CLAUDE RYE LTD
THE SCOOTER PEOPLE

THE WORLD'S FINEST
SCOOTER BARGAIN
"WABO"

VILLIERS-ENGINE SCOOTER FOR TWO

Finished in DUO-COLOURS: RED/ GREY, BLUE/ GREY

1/3 DEPOSIT
Terms up to 24 months.
Exchanges.
Ride away in 10 minutes.
Fully covered.

98 c.c. NOW ONLY 89 GNS.
150 c.c. NOW ONLY 102 GNS.
IF YOU CANNOT CALL, ORDER BY POST
All replacement parts readily obtainable.
Send £5 to reserve your now.

895-921 FULHAM RD. LONDON S.W.6

REKOWN 6174 (20 lines)
 8-30-6 daily Thurs 1 p.m.

(Nearest station: Putney Bridge. Buses 14 & 96 pass the door)
 North London Branch: 183-187 High Rd., S. Tottenham, N.18

CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE

1958

MOTORCYCLES, SCOOTERS, MOPEDS, THREE-WHEELERS AND SIDECARS

ALL MODELS AVAILABLE

FOR IMMEDIATE OR QUICKEST DELIVERY IN THE FOLLOWING MAKES:

MOTORCYCLES
A.I.S., ARIEL, AMBASSADOR, B.S.A., ENFIELD, EXCELSIOR, FRANCIS-BARNETT, JAMES, MATCHLESS, NORMAN, NORTON, N.S.U. MAX, PANTHER, SUNBEAM, VELOCETTE, ZUNDAPP.

SCOOTERS
ALBATROSS, B.S.A., BELLA, BINZ, DIANA, D.K.R., DUNKLEY, D.K.W., EXCELSIOR, HEINKEL, ISO, LAMBRETTA, MAICO, MERCURY, N.S.U., PARILLA, PATTI, PROGRESS, T.W.N., VICTORIA, VESPA.

MOPEDS
BOWN, BINETTA, EXCELSIOR, EXPRESS, PERLE, MERCURY, NORMAN, NEW HUDSON, LEOPARD, N.S.U. QUICKLY, PHILLIPS, VICTORIA, ZUNDAPP COMBINETTE.

SIDECARS
BLACKNELL, B.S.A., BUSMAR, CANTERBURY, GARRARD, NORTON, SWALLOW, SURREY, RANKIN, SUNBEAM AND WATSONIAN.

THREE-WHEELERS
A.C. PETITE, BOND MINICAR, HEINKEL, MESSER-SCHMITT, RELIANT, GOGGOMOBIL and ISETTA.

THE NEW LOOK

174 c.c. 4-STROKE WITH SELF-STARTER

HEINKEL



CASH PRICE £219.19.0
Immediate delivery in various colours.
Write for free illustrated leaflet.

We have the finest range of new Models in the country. Terms 1/3rd Deposit, 24 months to pay, no silly restrictions and time wasted making enquiries, you can ride away on the spot fully taxed and insured, your own machine taken as deposit. We can cover you against accident, sickness and unemployment. H.P. ACCOUNTS SETTLED. EXCHANGES.

Write for LEAFLET OF MACHINE YOU ARE INTERESTED IN

895-921 FULHAM RD. LONDON S.W.6
RENOVATED 6/74 (201) 1000
8:30-6 daily Thurs 1 p.m.

(Nearest Station: Putney Bridge; Buses 14 & 96 pass the door)
North London Branch: 183-187 High Rd., S. Tottenham, N.15

MOTOR CYCLES MISCELLANEOUS WHEELERS OF EPSOM.

- 1954 Excelsior 98cc, 2 speed; £40.
1950 B.S.A. 350cc B31, bargain; £69.
1950 Sunbeam 500cc S7 twin, shaft drive; £90.
1956 Triumph 650cc 6T twin, springer; £198.
1953 Triumph 650cc 6T twin, springer; £135.
1957 Triumph TR6 650cc twin, rev-counter, etc.; £237.
1955 Triumph 200cc Tiger Cub, springer; £90.
1955 Triumph 500cc T100 twin, bargain; £109.

MANY others in stock, including several very nice s/c outfits, both single and twin, all at bargain prices.

MANY more in stock, including older models at give-away prices to callers only; h.p. one-third deposit, balance in 12, 18 and 24 monthly payments; part exchanges welcomed.

WHEELERS OF EPSOM for new and used machines: buy your 1958 machine now, new and used; fully backed by guarantee, the best after-sales service ever offered; if you cannot call, send for free list, our postal service is great.

WHEELER MOTORS, 45-51, Waterloo Rd., Epsom 4505-6. [C1131]

GATEHOUSE MOTORS.

- £215.—1957 B.S.A. 650cc Flash, s.a. beige.
£189.—1956 Triumph 650cc T110, s/arm.
£185.—1956 Triumph 500cc T100, s/arm.
£165.—1955 A.J.S. 500cc twin, s arm one owner.
£159.—1955 B.S.A. 650cc, s arm, choice of 2.
£155.—1955 Matchless 500cc G808, s arm, extras.
£149.—1955 Matchless 350cc G3LS, s/arm.
£149.—1956 N.S.U. 250cc Max, one owner.
£149.—1954 B.S.A. 650cc Flash, s arm, choice of 2.
£125.—1957 B.S.A. 250cc C12, s arm, extras.
£119.—1953 Matchless 500cc G9 twin, s/arm, £40 works overhaul.
£115.—1953 Triumph 500cc Sp. Twin, sprung hub.
£99.—1954 Royal Enfield 350cc, s arm, Bullet.
£85.—1952 Ariel 350cc springer de luxe, extras.
£85.—1952 Norton 500cc ES2, extras.
£39.—1947 A.J.S. 350cc 18M, teles.
£39.—1948 Velocette 350cc MAC, teles.

H.P. terms, deposit one-third, balance over 12, 18, 24 months.
GATEHOUSE MOTORS, 196 & 8, Archway Rd. Highgate, N.6. Monday-Saturday. [C1055]

HARROVIAN GARAGE offer:—

- SUNBEAM SS 1951, really super condition, good appearance; £225.
TRIUMPH Tiger 100 1957, very low mileage, as new, blue and cream; £225.
B.S.A. C12 1957 250cc 4-speed, only 3,000 miles; £120.
ARIEL 500 Red Hunter 1957, sv. arm, chain case, almost brand new; £168.
B.S.A. C11 1951 250cc ohv, exceptionally good; £49.
B.S.A. 150cc 1956 Bantam Major, dual seat, battery lighting, sv. arm, hardly used; £79.
B.S.A. 125cc 1956 Bantam, dual seat, small mileage, new condition; £66.
FRANCIS-BARNETT 197cc, sv. arm, 4-speed, 1954; £69.
GOLDEN Flash springer 1953 and Garrard 990 sidecar matching (attractive) outfit; £129.
HARROVIAN GARAGE, 160-162, Northolt Rd., South Harrow, Byron 6022. Open to 7.30. [C1013]

COULSDON MOTOR CYCLES offer:—

- 1957 Vespa, 600 miles only; £115.
1957 Lambretta LD 150, small mileage; £125.
1956 Lambretta LD 150; £105.
206 Brighton Rd., Coulsdon, Surrey. Uplands 7887. [C1011]

DAWSONS for good clearance bargains:—

- B.S.A. 1939 500cc o.h.v. Emp. Star, nice, £19; Norton 1953 regd. 350cc o.h.v., really smart, £18.
B.S.A. 1953 Bantam d/l springer; £49.
B.S.A. 1948/9 500cc A7 twin, all on; £59.
VELOCETTE 1949 500cc MSS immaculate; £66.
NORTON 1946 500cc 16H Gen. civvy; £33.
EXCELSIOR 1946 98cc Autocycle; £12.
TRIUMPH 1954 cycle and Powerpak; £10.

ANY of the above supplied on a deposit of one third, balance 12 or 18 months: all are in good running order.

CALL write or phone 41181.—Dawsons Motors, Shakespeare St., Nottingham. [C1029 1]

CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE

THE AMAZING NEW TWIN "CORNET"

- 197 c.c. TWIN PISTON 2-STROKE
★ ELECTRIC SELF STARTER.
★ SIX MONTHS' GUARANTEE.
★ 500 MILE FREE SERVICE.
★ FREE DEMONSTRATION.
★ FREE INSTRUCTION.
★ IMMEDIATE DELIVERY.
★ RIDE AWAY IN 10 MINS.



DEPOSIT ONLY
£50

CASH PRICE £149/19/9.

TERMS MONTHLY

12 PAYMENTS OF £9/5/-, 18 OF £6/9/6, OR 24 OF £5/1/8.

45 DEPOSIT WILL SECURE

197 c.c. 2-stroke double piston engine. 4-speed unit construction gearbox with footchange and separate lever for neutral selection. Coil ignition. ELECTRIC STARTER. Swinging arm, front and rear suspension. Full width hubs. Fully enclosed rear chain in metal case. TYRES: Front 19 x 2.75; Rear 19 x 3.00. Sprung separate seats for driver and passenger. Thiel-proof lock incorporated in steering head. Max. speed 70 m.p.h. normal fuel consumption, 100 m.p.g. FINISH: Black with gold lining.

Beautiful Illustrated Maintenance Manual given FREE.
Immediate Tax and Insurance arranged. Exchanges, H.P. Accounts settled. Write for FREE illustrated Leaflet.

IF YOU CANNOT CALL, ORDER BY POST

We will send by passenger train to your nearest station.
Large quantity of spares and accessories in stock.

LOOK WHAT THEY SAY ABOUT IT!

"Thank you for a really marvellous machine."
J.M., Lewisham.
"Arrived home safely without a moment's trouble, wait till my friends see it." E.A., Glasgow.
"Electric starter every time for me, no more kick starting thank you." B.S., Harrogate.
We heartily endorse the above letters. It really is a wonderful machine.

895-921 FULHAM RD. LONDON S.W.6
RENOVATED 6/74 (201) 1000
8:30-6 daily Thurs 1 p.m.

(Nearest station: Putney Bridge; Buses 14 & 96 pass the door)
North London Branch: 183-187 High Rd., S. Tottenham, N.15

MOTOR CYCLES MISCELLANEOUS

GLANFIELD LAWRENCE OF FINCHLEY offer

WITH written guarantee:—

- 1957 B.S.A. B31 350, swinging arm, only 2,000 miles; £189.
 1956 Triumph Speed Twin 500, swinging arm, one owner; £175.
 1954 Matchless G3LS 350, swinging arm; £137.
 1956 B.S.A. C12 250 ohv, swinging arm, smart; £125.
 1956 Triumph Tiger Cub 200cc, perfect; £99.
 1955 Triumph Tiger Cub 200cc, immaculate; £89.
 1949 B.S.A. M21 600, Swallow child/adult saloon sidecar; £89.
 1956 B.S.A. Bantam Major 150, swinging arm, exceptional; £79.
 H.P. terms, 1/3 deposit, balance over 12, 18 or 24 months.
 PART exchanges welcomed.

407—419, High Rd., N.12. Tel. Finchley 0081-5. [C1044]

ASHBYS OF STONEBRIDGE offer superb selection.

- £32 10—1949 LE Velodette 194cc, water-cooled, twin, excellent.
 £45 1950 B.S.A. 250cc C11 de luxe, Avon Scout, etc.
 £99 10—1950 Ariel Hunter twin, springer.
 £105 1956 Francis-Barnett Cruiser, s/arm, superb.
 £149 10—1954 Norton 88 Domi, d.l. twin, Avon Pairing.
 £179 10—1956 Triumph 650cc twin, s/arm.
 £179 10—1956 A.J.S. 500cc twin, s/arm.
 £159 10—1956 Ariel Fieldmaster twin, 500cc, s/arm.
 £189 10—1956 B.S.A. 650cc twin, s/arm, enclosed chain.
 £225 1957 Triumph 650cc twin, s/arm, as new.
 £239 10—1957 Norton 99 600cc twin de luxe, Avon Pairing, as new.
 £235 1957 Matchless G11 600cc super Chulman's twin, as new.

COMBINATIONS:—

- £75 1949 B.S.A. 600cc, '55 Swallow full-door, 2-seat saloon.
 £119 10—1949 Panther model 100, 600cc and Raven c/a saloon.
 £169 10—1954 B.S.A. 600cc, springer, and Max-stoke 2-seat saloon on VQ21 with brake.
 £199 10—1954 Triumph 500cc twin, springer, and new Raven c/a saloon.
 £169 10—1954 Panther 600cc, s/arm and Raven 2-seat saloon.
 £209 10—1955 B.S.A. 650cc twin, springer, and Raven d/a saloon.
 MANY others in stock.

HIRE purchase.

ONE-THIRD deposit, balance 12, 18 or 24 months; exchanges welcome.—Ashbys of Stonebridge, Ltd., 33, Hillside, Harrow Rd., Stonebridge, N.W.10. [C1074]

BUREY BOSWORTH for bargains on easiest hire purchase terms.

- 1955 250cc B.S.A. C11 springer; £89/10.
 1955 197cc James Captain springer; £89/10.
 1955 225cc Sun Villiers springer; £89/10.
 1954 98cc Excelsior Consort; £35.
 1952 650cc B.S.A. Golden Flash; £109/10.
 1952 350cc B.S.A. 31; £89/10.

385 High Rd., Kilburn, N.W.6. Tel. Maids Vale 0932. [C1170]

HALLENS OF CAMBRIDGE, Ltd.—You must visit our modern showrooms and select your next mount from our vast array of new and used machines that will suit every purse and purpose.

HALLENS arrange everything including confidential hire purchase and part exchanges; safety insurance can be included if required, to cover h.p. payments.

HALLENS—Pick your bike now! From this week's used selection: '56 A.J.S. 350 16MS, £165; '57 Ariel 650 Huntmaster, £189; '57 B.S.A. 350 B31, £175; '55 B.S.A. 250 C10L, £82; '52 B.S.A. 650 A10, £115; '56 B.S.A. 150 D3, £79; '54 Barnett 197 Falcon, £75; '55 Barnett 197 Falcon, £89; '55 Matchless 350 G3LS, £149; '55 Norton 500 88, £179; '54 Norton 500 88, £129; '51 Triumph 650 ST, £99; '57 Triumph 199 T20, £119; '53 Triumph 500 ST, £109; '58 A.J.S. 500 18CS, £230; '55 Matchless 350 G3LS, £125; remember we have many more from which to choose; write, phone or better still call for free stock list to:—

HALLENS OF CAMBRIDGE, Ltd., Hawthorn Way, Corner, Cambridge. Tel. 56225. It's the service that counts. [C1059]

HERE'S 100% motor cycle value: definitely very limited stocks, so if interested send your deposit now; unregistered ex-R.A.F. and W.D. Norton 490cc 16H models, fully equipped; these machines have been totally reconditioned to highest possible standards and would give the same service and trouble-free running as a new motor cycle costing £200; note price, £29/10, including purchase tax, deposit one-third secures delivery, balance 12 or 18 months.—Write, call or phone H.R. Dawson's Motors, Shakespear St., Nottingham. [C1029]

WANTED

MOTORCYCLES COMBINATIONS SCOOTERS 3-WHEELERS, etc.

We pay CASH, and £10 to £30 more, for GOOD, CLEAN MACHINES

H.P. Accounts settled, and the balance in cash to you immediately.

BRING YOUR PAYMENT CARD: RIDE YOUR MACHINE TO READING, AFTER GETTING OTHER OFFERS; and you will find we definitely pay more.

WE ALSO HAVE 200 super clean machines to choose from IF YOU REQUIRE A CHANGE; no fuss with H.P. Pay one-third deposit and ride home; the balance by 12, 15, or 24 equal monthly payments.

KINGSWAY MOTORS
 26 to 30. CAVERSHAM ROAD
READING

Telephone: Reading 2237

MOTOR CYCLES MISCELLANEOUS

CHARLES SIMPSON MOTORS offer:—

- 1957 250cc Royal Enfield Crusader, immaculate, in green and chrome, fully equipped, amazing value; £159.
 1957 250cc B.S.A. C120, absolutely as new, very low mileage, a super snip at £129.
 1956 600cc Norton 188, just completely overhauled in our own workshops, ideal for sidecar work, fully equipped at £169.
 1955 500cc Sunbeam S8, immaculate in black and chrome, 14,000 miles, one careful owner, amazing value at £149.
 1955 350cc B.S.A. B31, comprehensively equipped, two good tyres, a genuine bargain at £139.
 1955 250cc Excelsior Tailsman Twin, S/A suspension, cracking motor, appearance only fair; £89.
 1955 350cc Matchless G3LS, extremely clean throughout, fully equipped, spot-on mechanically, genuine bargain; £149.
 1955 150cc B.S.A. Bantam Major, very clean, good tyres, fully equipped, unrepeatable value; £69.
 1955 250cc B.S.A. C11, sprung frame, as new, fully equipped; £89.
 1955 197cc D.O.T. scrambler, Earles type front fork, s/a suspension, a hot little outfit for £89.
 1954 500cc B.S.A. A7 s/a suspension, very fast motor, dual seat, etc.; £149.
 1954 125cc B.S.A. Bantam springer, fully equipped, dual seat, pannier bags and frames, etc.; a super snip at £49.
 1952 500cc Sunbeam S8 and Garrard Grand Prix sidecar, very well equipped, sidecar as new, a super snip at £159.
 1952 B.S.A. Golden Flash and c/a sal, s/c, very nice condition throughout, good tyres, fully equipped and a genuine bargain; £149.
 1951 500cc Ariel twin, VQ21 chassis and s/a saloon sidecar, superlative motor, fully equipped at £109.
 1950 500cc Norton Dominator and s/a sports sidecar, sprung frame, fully equipped and amazing value at £99.
 1950 500cc Sunbeam S7 and Garrard S90 sidecar, whole outfit in matching colours, good tyres, a genuine bargain at £119.
 1948 (reg.) 500cc B.S.A. M20, in good running order throughout, unrepeatable value at £19.
 CHARLES SIMPSON MOTORS, Ltd., Staples Corner, Hendon, N.W.2. Gladstone 1921/246. Part exchanges a speciality on both motor cycles and cars. [C1154]

JACK KENDALL OF ISLINGTON offer:—

- 1957 Triumph ST, as new; £205.
 1955 A.J.S. 500 G80S; £135.
 1952 Ariel Red Hunter VHA; £79/10.
 1956 B.S.A. 250cc C10L; £85.
 1952 Bown motorcycle; £19 10.
 1953 B.S.A. B33 springer; £87.

COMBINATIONS:—

- 1950 Triumph 650 Thunderbird, matching Avon sidecar; £115.
 1949 Ariel 500 s/a sidecar; £59.

ONE-THIRD deposit, h.p. over 12, 18 and 24 months.

SOME other bargains for callers.—324, York Way, Islington, N.1. Tel. North 5300. [C1015]

HUMMING BIRD MOTOR CYCLES offer:—

- 1956 200cc Bella scooter, screen, mirror, luggage carrier, self starter; £149.
 1956 A.C. Petite 3-wheeler, Mark II de luxe, spare wheel, bumpers, flashers, demister, etc., 5,000 miles; £279.
 1950 Norton 500 E52, sprung frame; £59.
 1957 B.S.A. Bantam Major 150cc, only 1,400 miles; £95.

EASY terms, part exchanges, h.p. protection plan.—59, London Rd., St. Albans, Herts. [C1045]

GLANFIELD LAWRENCE (HIGHBURY), Ltd.

OFFER:—

- 1951 B.S.A. A10 with B.S.A. child/adult sidecar; £149/10.
 1953 Vincent Rapide 1,000cc with Canterbury sidecar, spring wheel and sidecar brake; £230.
 1952 Panther 600cc with c/adult sidecar; £139/10.
 1952 Norton Big 4, c/adult sidecar; £159/10.
 1957 500cc Matchless, 80 miles only; £229/10.
 1954 Triumph T100, swinging arm; £149/10.
 1956 Ariel VB solo, sidecar trim; £149/10.

1952 Norton Big 4, solo sidecar trim, teals, etc.; £99/10.

WE also have many excellent condition guaranteed lightweight motor cycles and scooters; send for our postal list; tax, insurance and hire purchase arranged.

THE Reliant Mark III 750cc water-cooled engine, full 4-seater hardtop or coupe, is available for your inspection at our Highbury showrooms; send today for full details or demonstration; showrooms open daily from 9 a.m. to 6 p.m. Monday to Saturday.
 28—32, Highbury Corner, London, N.5.

TEL. North 2791.

[C1191]



CASH ON SIGHT FOR MOTOR CYCLES AND SCOOTERS

Get our
offer before
you sell!
H.P. ACCOUNTS
SETTLED

E.S. MOTORS LTD.

309-325 HIGH ROAD, CHISWICK, W.

Telephone: CHiswick 2246

**CAMDEN
MOTORCYCLES**

Agents for A.J.S., Ambassador, Ariel, Dot, James, A.C. Pettie, Bond, Gordon, Reliant, Heinkel, Messerschmitt, B.M.W., Isetta, Vespa, D.K.R. Dove, Iro, Leopard, Moby, Peugeot, Terrot and Zundapp. Also purchase with pleasure. Generous allowance in part-exchange. Also purchase accounts settled. Over 500 new and secondhand machines in stock. Write for our bumper list.

A selection from stock—

1956 A.J.S. 500 c.c. 198 and Watsonian Maxstoke s/car	£215
1956 ARIEL 500 c.c. O.H.V. and Swallow child/adult	£70
1956 ARIEL 500 c.c. O.H.V. and Watsonian Maxstoke s/car	£90
1956 ARIEL 500 c.c. V.B. and Watsonian Maxstoke, immac.	£179
1956 ARIEL, Square Four and 1956 Canterbury 2-seater	£139
1956 B.S.A. Golden Flash and single-seater sports s/car	£185
1957 LAMBRETTA LDB and Canterbury Commercial Box 4.0	£159
1956 MATCHLESS 500 c.c. Twin and Swallow Jet 80 s/car	£235
1956 MATCHLESS 500 c.c. Twin and 1957 Steib sports	£270
1956 NORTON 500 c.c. Twin and Streamline child/adult	£155
1956 NORTON Dominator 88 and Swallow Jet 80 s/car	£239
1956 NORTON 500 c.c. Twin and Girard sports s/car	£159
1956 NORTON 600 c.c. Big Four and Watsonian Maxstoke s/car	£145
1957 NORTON 600 c.c. 198 and Watsonian Ascot saloon	£259
1956 (Regd.) NORTON Big 4 and child/adult saloon s/car	£25
1956 PANTHER 600 c.c. and single-seater saloon s/car	£185
1956 PANTHER 600 c.c. sgr., and Girard 800 s/car	£259
1956 ROYAL ENFIELD 500 c.c. and Watsonian Saloon s/car	£89
1956 ROYAL ENFIELD 570 c.c. s.v. and one-seater saloon	£25
1956 VESPA 500 c.c. Twin and single-seater sports	£169
1956 VESPA 500 c.c. 88 and Swallow Jet 80, s/car, grey	£185
1956 TRIUMPH Speed Twin and Canterbury single-seater	£129
1956 TRIUMPH Tiger 100 and Canterbury child/adult s/car	£190
1956 TRIUMPH Thunderbird and Watsonian Ascot saloon	£159
1957 (Regd.) TRIUMPH Thunderbird and 2-seater saloon	£259
1956 VELOCETTE 500 c.c. and Watsonian Monarch s/car	£235
1956 VIRCENT 500 c.c. Comet and Watsonian Albion s/car	£145
1956 VIRCENT Black Shadow and Watsonian Monarch s/car	£169
1956 VIRCENT 1,000 c.c. and Watsonian Avon Sports s/car	£299
1956 A.C. PETTIE de-luxe, self-starter, resprayed	£255
1957 BIKERLEY Sports 350 c.c., tuned Excelsior eng.	£455
1957 B.M.W. Isetta, better, low-mileage, immaculate	£255
1957 BOND Minicar, resprayed red, recent overhaul	£119
1957 BOND Family de-luxe, starter, etc., as new	£295
1957 GORDONHILL 2-stroke, Twin, blue, 2,000 miles	£395

We have over 300 new and used machines in stock and can give you immediate delivery of most models. Tax and Insurance arranged on the spot. Highest allowance on your own machine.

REPAIRS

SERVICE

At CAMDEN MOTORCYCLES

Bell Close, Leighton Buzzard, Beds.

Open daily 9 a.m. to 5 p.m. Sunday 10 a.m. to 3 p.m.

Please note new telephone number: 2391/2/3

MOTOR CYCLES MISCELLANEOUS

PUTNEY AUTOS, Ltd., offer:—
1956 Ariel NH 350cc, v. clean; £149.
1955 B.S.A. B33, 500cc, s/a, excellent cond.; £125.
1955 Ariel VH 500cc s/a, low mileage; £129.
1954 A.J.S. model 20, 500cc, v. clean; £149.
1954 Sunbeam 88, many extras; £139.
1954 B.S.A. B31 350cc, one owner; £125.
1953 Sunbeam 87, one owner, immac.; £119.
1952 A.J.S. 185 500cc s/a, ex cond.; £109.
1950 B.S.A. A7, 500cc sgr.; £69.

263. Putney Bridge Rd., Putney, S.W.15. Putney 1186. [C1138]
HARRY NASH—New 1957 models, 12½% off list.—1952 Matchless 550cc s/arm beauty; £99.
H—1953 Matchless twin, fine bargain; £145; 1956 Matchless 500 G80S, one owner; £165.
H—1951 Sunbeam 88 de-coked, bargain; £69; 1953 Norton 252, amazing condition; £105.
H—1957 F-Barnett 150 s/arm, 600 miles; £89; 1954 F-Barnett 125 s/l, panniers, etc.; £49.
HARRY NASH, high class bargains, easy H.P.—391, King St., Hammersmith, W.6. Riv. 2837-B.
WALLY HAINSBY, 293, West End Lane, N.W.6. Tel. Swi. Cott. 2896.—H.P. terms, one-third deposit, balance 12-24 months, part exchange welcomed.
£105—1955 Lambretta LD 150cc, d/sear, spare wheel, carrier, etc.; choice of 8 from £59.
£165—1958 Lambrettas, LDB 150cc, brand new, choice of colours, immediate delivery.
£129—1957 Terrot scooter, 2,000 miles only, as new.
£165—1955 Triumph Tiger 110 650cc twin, s/arm, spotless and perfect, choice of 2.
£115—1955 Ariel 350cc, ohv, s/arm, perfect, exceptional snip.
£92—1955 B.S.A. C11G 250cc, ohv, 4-speed, springer, unused condition and appearance.
£82—1950 Sunbeam 500cc twin springer, black, completely overhauled, new tyres, immaculate.
£72—1955 B.S.A. C10I, 250cc springer, low mileage, attractive; many other similar. [C1143]
SPECIAL clearance bargains: B.S.A. 1938 350 ohv Empire Star, 10gns; Enfield 1947 350 ohv, foot change, 10gns; Triumph 1945 500 sv, foot change, 10gns; Panther 250 ohv, one owner, £12/10.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tel. 3211.

COMERFORDS—Sixty machines to be knocked-out for cash to callers; prices from £10; all at approximately half their normal price; this is a genuine clearance, no reasonable offer refused; delivered free within 5 miles or free on rail.—Portsmouth Rd., Thames Ditton, Surrey. Embrook 5531 (6 lines). [C1006]
BADGER GARAGES, Blandford.—New 1958 Triumphs s/arm immediate delivery: Tiger 100, 2-car, Tiger 110, Trophy TR5, Cub and Comp. Cub; also full range leading makes 1958 models inc. Ariel 650 Huntmaster sports 2-tone, Norton 99 red/chrome, B.S.A. 650 A10, 500 A7, 350 B31 in new colours.
BADGER—57 Triumph T20, s/a, nice, £119/10; 50 Triumph Trophy (£37 eng. overhaul); £89/10; 57 James 250 Commodore, 3,000, as new; £129/10.
BADGER—57 Matchless 350, as new, £189/10; 1957 (July) Velocette LE 2-tone, dual seat, genuine mileage 1,000, £149/10; 56 (regd. 57) Triumph Tiger 110, Avon, falling, spotless, £11/10.
BADGER GARAGES—200 recent keenly priced used models; postal enquiries welcomed.—Blandford, Dorset. Tel. 615. [C1168]

RAY KESTER, Ltd., for your new or secondhand R machine, many new 1957 models at reduced prices, our high-class picked secondhand machines are the best value obtainable and are backed by a long-established after-sales service without equal; terms, insurance, etc.—344-346, Upper Richmond Rd. West, East Sheen, S.W.14. Tel. Pro. 9440. [C1144]
G. K. RAE, Chiswick, offers a magnificent stock of over 100 carefully selected modern machines at real bargain prices on very easy terms, wonderful allowance on your old machine; established over 30 years and known for courtesy and honest dealing, remember! Whether buying or selling it always pays you to "call to-day on G. K. Rae."—Ask your Dad!
G. K. RAE 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. [C1107/R]

DISMANTLED MACHINES

1947 5T Triumph, 1949 B31 B.S.A.—Bennett's, 28, Naylor Rd., Peckham, S.E.15, New. 3137. [C1081]

THREE-WHEELERS AND CARS

MERCURY offer choice of three 4/4 Morgans and 13 Morgan 3-wheelers; £95-£245. THIS week's special:

£335—1950 Morris Minor convertible, excellent.
£245—1939 Morgan 4/4 2-seater.
£225—1947 Morgan F Super.
£195—1939 Morgan S/B, resprayed and upholstered.
£125—1935 Morgan S/B, Matchless motor.
£95—1934 Morgan 84, 4-seater.
£95—1934 Austin 7 Nippy, 2-seater.

CHOICE of 20 others; terms or exchanges.

SELECTION of many Super Sports and Family Morgans from £115 to £195; we wish to purchase used 3-wheelers of most types; write, phone or call. **MERCURY MOTORS**, Wembley House, 824-6, Harrow Rd., Wembley. Wembley 6558-9. [C1084]

**Taylor
Matterson
Ltd.**

who have a...
STAGGERING VARIETY,
FOR IMMEDIATE DELIVERY!

MATCHLESS
Royal Enfield
Lambretta
ARIEL
PANTHER
Norton
AJS
TRIUMPH
Vespa
Velocette
Francis-Barnett
Greaves

NEW MACHINES & SIDECARS

All Makes and Models especially

Norton

350, 500, and 600 Singles
88 and 99 Featherbed Twins
red and grey.

Model 30, 500 International
DELIVERY FROM STOCK

Solos and Combinations taken in Part Exchange. Hire Purchase Facilities. Build-up Deposit, Insurance, Free Tuition.

Plus
100% AFTER-SALES SERVICE

the HOUSE FOR...

Norton
Francis-Barnett
Villiers

SPARES & SERVICE
TRADE & RETAIL SUPPLIED CASH OR C.O.D.

81 · BEDFORD HILL
BALHAM, S.W.12, Tel. BALham 4201/2. [C1084]

LOOK WHAT YOU GET!



WITH THE Mobylette

DEPOSIT £45.10.11
24 MONTHLY PAYMENTS OF £11.11.6
DE-LUXE MODEL £49.10.11

- ECONOMY
- 200 M.P.G.
- PERFORMANCE
- 30 M.P.H.
- SIMPLICITY
- RELIABILITY
- Plus catalogue free
- EXCHANGES, CYCLE, M/CYCLE OR CAR

WRITE, PHONE OR CALL
Tax and Insurance added to terms if desired

PRIDE & CLARKE LTD
158, STOCKWELL ROAD, LONDON, SW9
Phone: BR1 6251 • Grams: PRICLARKE, LONDON
Hours of Business—9 a.m. to 6 p.m. Wednesdays 1 p.m.

FOR SALE

UNBEATABLE SERVICE & REPAIRS
HIRE PURCHASE & PART EXCHANGES
ALL NEW MAKES FROM STOCK
FULLY GUARANTEED USED MODELS

Machine	Cash Price
B.S.A. 1947, C11 250 c.c. O.H.V. *	£32 10 0
B.S.A. 1961, Bantam 125 c.c. *	£39 10 0
B.S.A. 1955, D3 150 c.c. *	£59 10 0
B.S.A. 1955, D11 125 c.c., panniers, etc. *	£69 10 0
B.S.A. 1956, D3 150 c.c., 4/5 arm *	£79 10 0
B.S.A. 1955, C110 250 c.c. 4-speed *	£85 10 0
B.S.A. 1957, D3 150 c.c., windscreen *	£89 10 0
B.S.A. 1957, D3 150 c.c., all extras *	£89 10 0
B.S.A. 1957, D3 150 c.c., immaculate *	£89 10 0
CYCLERAIDER, 1954, 25 c.c. on cycle *	£9 10 0
EXCELSIOR, 1957, 98 c.c., 4/5 arm *	£59 10 0
F. BARNETT, 1954, 125 c.c., springer *	£49 10 0
F. BARNETT, 1955, 197 c.c., all extras *	£79 10 0
JAMES, 1949, 98 c.c., very good *	£17 10 0
JAMES, 1956, Comet 98 c.c. *	£59 10 0
JAMES, 1956, 197 c.c. *	£59 10 0
INDIAN, 1955, 250 c.c. Brave *	£79 10 0
ADLER, 1955, Scooter, immaculate *	£109 10 0
ADLER, 1957, Scooter, perfect *	£129 10 0
ADLER, 1957, Scooter, as new *	£139 10 0
MERCURY, 1957, OT, nearly new *	£45 10 0
NSU, 1955, Quickly *	£39 10 0
NSU, 1956, Quickly *	£39 10 0
NSU, 1957, Quickly, as new *	£49 10 0
LANBRETTE, 1955, 125 c.c., Scooter *	£59 10 0
LANBRETTE, 1955, 150 c.c., new, all extras *	£145 10 0
LANBRETTE, 1955, 150 c.c., perfect *	£109 10 0
PIATTA, 1955, Scooter *	£79 10 0
TRIUMPH, 1957, OT, nearly new *	£209 10 0
WABO, 1957, 150 c.c., as new *	£39 10 0
WABO, 1957, 150 c.c., as new *	£95 10 0
WABO, 1957, 150 c.c., immaculate *	£79 10 0

★ AT NORTH LONDON BRANCH
GEORGE GROSE LTD
Head Office:—
LUDGATE CIRCUS,
LONDON, E.C.4
Phone: CENtral 5561

North London Branch:—
832-4 HIGH ROAD,
N. FINCHLEY, N.12
Phone: HILLside 2149

THREE-WHEELERS AND CARS
CARS, vans, and new Morgans.—Ron McKenzie, [C1006]
Surreford, Manchester.
COMERFORDS—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond, Reliant; m/c's taken in exchange.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

A.C. PETITE
GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R]

1955 A.C. Petite 350, excellent condition: £269/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tel. 3211. [C1009]
COMERFORDS for A.C. Petite, new and second-hand; also Bond, Messerschmitt and Heinkel; exchanges; terms.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

325 gns.—A.C. Petite 1957, 353cc de luxe 2-3 seater, electric starter, spare wheel, 1,986 miles, year's tax, cost well over £400; terms, exchanges, lat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

HOW much you would appreciate the comfort, cleanliness and warmth of an A.C. Petite this cold weather cannot be envisaged if you are still on two wheels; try an A.C. this winter and enjoy life! Lists, tuition, lowest H.P. Villiers service.—Meeten's, Shandon Corner, New Malden. Tel. Malden 3110. [C1203]

A.C. PETITE WANTED
GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tel. 3211. [W1019]
CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—699, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

BERKELEY
GLANFIELD LAWRENCE (HIGHBURY), Ltd., distributors N. & E. London; immediate delivery from 28-32, Highbury Corner, N.5. Tel. Nor. 2791. [C1191/R]

B.M.W. ISETTA
CLAUDE RYE, Ltd., for your new B.M.W. Isetta, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

WHITBYS OF ACTON—Immediate delivery new Isettas; h.p. exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., immediate delivery from 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [C1191/R]

GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all depots, including Leytonstone.—See display advertisement. [C1052/R]

LONGSTAFFS for immediate delivery of the amazing Isetta, demonstration models available; h.p. and part exchange welcomed.—E. S. Longstaff, Ltd., 105, High Rd., Woodford, E.18. Buckhurst 6369. Also at 68, New Rd., Edmonton, N.9. Edmonton 6163. [C1079]

BOND MINICAR
ROWLAND SMITH'S for Bond.
NEW models in stock; terms, exchanges, lat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

RAYMOND WAY OF KILBURN
RAYMOND WAY, the largest Bond distributor.
ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models.
SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Malda Vale 6044. Open 9-7 (Sats. 9-8). [C1130/R]

GLANFIELD LAWRENCE OF FINCHLEY offer:—
IMMEDIATE delivery of the latest Bond Minicar, Mark E; H.P. terms and part exchanges.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

BIRMINGHAM Distributors—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R]

GODFREYS, Ltd., for Bond Minicar three-wheelers at all depots, including Bushwood Corner, Leytonstone E.11. See display adverts. [C1052/R]

KENT—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [C076/R]

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921 Fulham Rd., S.W.6. Renown 6174. [C1105/R]

1957 197 Bond 2-seater de luxe, excellent condition: £255/10; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tel. 3211. [C1009]

HUMMING BIRD MOTOR CYCLES, Hertfordshire 3 wheelers specialists, for your new Bond; immediate delivery Mark D and Mark E; easy terms and part exchanges.—39 London Rd., St. Albans. Tel. 54474. [C1045]

BOND MINICARS—Immediate delivery all models; price from £278/13/2; h.p. terms, insurance facilities arranged.—Write or call at Jaguar House, Blackpool Rd., Preston, N.W. Distributors. Tel. 86661. [C070/R]

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; terms, h.p. terms.—Losham's Garage, Ltd., Motor Cycle Dept., Fishergate, Preston, Tel. 63432. [C0523/R]

T.C. Munday & Co Ltd
W.H.J. PEACOCK & R.W. PEACOCK

THE SIDECAR SPECIALISTS!
"STREAMLINE" ROYAL
Adult and child saloon on Watsonian VG21 chassis. Complete and fitted free.
Wonderful value at £73.1.6

IMMEDIATE DELIVERY
1/3rd deposit
Balance in 12 or 24 monthly payments
Why consider expensive second-hands when you can get a new sidecar at this price?



WATSONIAN STOCKISTS
and London service agents. Immediate delivery of Windsor, Blon, Bambal, Avon, Monarch, Light Mustangs, Maxstoke, Cambridge and Monaco. All VG.21 chassis with or without brake and sprung wheel.

CANTERBURY STOCKISTS
Immediate delivery of Challenger, Victor, Avenger, Eagle, Conqueror, Hawk and Venom.

STOCKISTS OF SWALLOW, RAVEN, STREAMLINE, GARRARD, BLACKNELL AND WESSEX SIDECARS. A.J.S., ARIEL, MATCHLESS, TRIUMPH MOTORCYCLES, NSU QUICKLY AND PRIMA SCOOTERS.
A GOOD STOCK OF SECONDHAND SIDECARS ALL FITTED FREE (springer or rigid) Callers only
Prices will not get lower—
H. P. Terms may not be as advantageous—
Buy now—You cannot go wrong!

124 DALBERG RD. BRIXTON S.W.2
BRI: 5365 • 9-630 Daily • Closed Sundays
Junction of Effra Parade, Water Lane and Dulwich Rd.

TWO STROKES Ltd.

New Stock:—A.C., Bond, Coronet, Gordon, Heinkel, Isetta, Messerschmitt, Reliant, Unicar.
Come and see the NEW BOND Mk. E USED GUARANTEED CARS

1954 A.C. PETITE, one owner, under 3,000.....	£300
1956 A.C. PETITE de Luxe, one owner, immaculate.....	£390
1957 A.C. PETITE, choice of 2 from.....	£310
1954 BOND 2-seater de Luxe, very smart.....	£305
1954/5 BOND 2-seater de Luxe, very good car.....	£300
1955 BOND family model, very smart car.....	£325
1955 BOND family de Luxe, elect. start, choice 3 tr.	£240
1955/6 BOND family de Luxe, beautiful condition	£240
1956 BOND family de Luxe, extras, first-class thro't	£240
1957 BERKELEY, one owner, really beautiful.....	£430
1955 GORDON, duo-tone, very sound car.....	£175
1956 GORDON, in beautiful condition	£205
1957 HEINKEL, very low mileage, choice of 2 from	£340
Unreg. HEINKEL, ex-demonstration car, choice of 2	£325
1956/7 ISETTA, very smart car.....	£330
1957 ISETTA, choice of 3 from.....	£325
1956 JAGC utility, an attractive car.....	£175
1954 MESSERSCHMITT KR.175, choice of 2 from	£190
1955 MESSERSCHMITT KR.175, choice of 2 from	£190
Unreg. POWERDRIVE, fitted B.S.A. A7 eng., not gtd.	£275
Unreg. RELIANT Mk. II, exceptional opportunity	£350

Good three-wheelers urgently required for cash
Best Hire Purchase. Motor Cycles, Scooters, and Cars taken in part exchange. Demonstrations without obligation.

STANMORE (Bakerloo) MIDDY Line
Phone GRIMSDYKE 1166/67
OPEN WEEKDAYS 9-6 SAT 9-7 SUN 10-1
Service and all Spares
CORNWALL RD. HATCH END MIDDY
W. DAYS 9-6 Ph. HATCH END 1985 SUN 10-1

BOND MINICAR

COMERFORDS for Bond, new models for immediate delivery from stock—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1016]

BOND MINICAR WANTED

GEORGE CLARKE pay most.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Bond Minicar buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

BOND Mini wanted: cash or exchanges.—Ron McKenzie, 961, Chester Rd., Manchester, Longford 100. [W1086]

CLAUDE RYE urgently require Bond Minicar: top prices paid: h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

CORONET

BLUE STAR GARAGES, Ltd., sole distributors, Fortune Green Rd., N.W.6. Tel. Swiss Cottage 3460. [10035/R]

WATKINSON MOTORS for immediate delivery: exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R]

LONGSTAFFS for immediate delivery of the fabulous Coronet, demonstration model available: h.p. and part exchange welcomed.—E. S. Longstaff, Ltd., 103, High Rd., Woodford, E.18. Buckhurst 6369. Also at 68, New Rd., Edmonton, N.9. Edmonton 6163. [C1079]

FORD

TWO STROKES, Ltd. offer 1950-1 Ford Prefect, good condition throughout; guaranteed: £2395. MOTOR Cycles taken in part-exchange: best h.p. STANMORE Hill, Middx. Tel. Grimsdyke 1166-7. [C1004]

GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 93, 95, Old Brompton Rd., S.W.7. K.N. 7705-6-7-8. [0111]

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Portsmouth Rd., Sand, Surrey. Ripley 3124. [0514]

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed: terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

HEINKEL

NOBLE MOTORS, sole concessionaires for Great Britain, U.S.A., Canada and South Africa.—Morris House, 1, Jermyn St., S.W.1. Tra. 1761-2-3. [0172]

SLOOMBERG, Ltd. 95 miles per gallon.—Apart from our usual glistering array of very desirable town and sporting cars, we are proud to couple our name with that of the most remarkable and redoubtable economy car which is most definitely no toy: we refer, of course, to the Heinkel Cabin Cruiser, which is the ideal car for those who need transport but can't afford it and the perfect second car for the man who doesn't like his wife to go shopping in the Bentley.

WRITE, call or 'phone for brochure or a no-obligation demonstration. It is our pleasure as well as our business to place it in your hands for your disposal. MOTOR cycles and cars in part exchange; h.p. terms; existing account settled. SLOOMBERG, Ltd., Dudden Hill Lane, N.W.10. Willenden 4869/3534. [C1103]

COMERFORDS.—£345!!! 1957 Heinkel practically unused.—Portsmouth Rd., Thames Ditton. [C1006]

GODFREYS, Ltd., for Heinkel 3-wheeler at all depots including Bushwood Corner, E.11. See display adverts. [C1052/R]

CLAUDE RYE, Ltd., for your new Heinkel; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

WHITBYS of ACTON offer Heinkel Cabin Cruiser at old price of £379/15; exchanges, terms.—273, Acton Vale, London, W.3. She. 3555. [C1128]

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

CLAUDE RYE urgently require Heinkel: top prices paid: h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 0609. [0022/R]

GODFREYS, Ltd.—Appointed dealers all depots including Leytonstone, E.11. See display advert. [C1052/R]

CLAUDE RYE, Ltd., for your new Messerschmitt; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

COMERFORDS.—£245!!! 1956 Cabin Cruiser KR200, exceptional condition: exchanges, terms.—Portsmouth Rd., Thames Ditton, Emsbrook 5531 (6 lines). [C1006]

MESSERSCHMITT SPARE PARTS

PRICE & CLAUDE stock spares, quotations any part by return post, c.o.d.; easy payments, trade supplied.—Stockwell Rd., S.W.9. Bri. 6251. [B1098/R]

MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialists, 1b, South Ealing Rd., Ealing, W.5. Eal. 0870. [0445/R]

REGINALD SMITH

(MOTOR CYCLES) LTD

EASTERN COUNTIES LARGEST DEALERS

1958 MODELS

for IMMEDIATE DELIVERY

A. J. S.

347 cc. 16MS	£233 18 6
308 cc. 16S	£247 12 7
498 cc. 20 Twin	£281 6 3
592 cc. 30 Twin	£283 15 11

ARIEL

197 cc. LH 300 Coll.	£155 19 9
347 cc. NH Red Hunter	£230 15 9
497 cc. VH Red Hunter	£237 0 6
598 cc. VB	£222 1 1
546 cc. FH Huntermaster Twin	£260 19 4

B. S. A.

123 cc. DI Handan	£102 5 11
148 cc. D3 Bantam Major	£113 10 6
174 cc. D6 Bantam Super	£122 5 9
248 cc. C12	£165 5 11
248 cc. B31	£229 10 10
499 cc. Gold Star Clubman's	£310 12 7
591 cc. M21	£196 7 5
497 cc. A7 Shooting Star	£285 14 5
646 cc. A10 Golden Flash	£281 19 6
646 cc. A10 Super Rocket	£283 3 8

EXCELSIOR

98 cc. Comet CAS	£96 13 8
98 cc. Skutabike SE1	£98 13 3
147 cc. Universal UB	£111 0 7
246 cc. Talsman Twin TT	£180 17 9
246 cc. Talsman Sports STT	£189 12 0
328 cc. Super Talsman 88	£212 1 6

FRANCIS BARNETT

147 cc. Plover TS	£122 17 7
197 cc. Falcon 81	£159 13 7
197 cc. Cruiser 80	£185 5 0

GILERA

175 cc. Moto Gilera	£199 19 6
---------------------	-----------

JAMES

98 cc. LJ Comet	£102 11 1
147 cc. LJ2 Comet	£118 10 3
197 cc. K7 Captain	£155 18 9
249 cc. L25 Commodore	£180 17 9

MATCHLESS

347 cc. G18L	£233 18 2
498 cc. G406	£247 12 7
498 cc. G9 Twin	£281 6 3
592 cc. G11 Twin	£238 15 11

NORTON

197 cc. Dominator 88	£283 16 2
296 cc. Dominator 99	£293 3 2

PANTHER

197 cc. 10/34	£155 18 9
249 cc. 35 Twin	£198 7 3
598 cc. 100 De Luxe	£252 12 6

ROYAL ENFIELD

148 cc. Ensign III	£115 17 3
248 cc. Crusader	£212 1 6
350 cc. Bullet	£230 15 9
498 cc. 600 Bullet	£244 10 9
692 cc. Super Meteor Twin	£283 16 1

TRIUMPH

199 cc. T20 Tiger Cub	£149 14 0
248 cc. Twenty-One	£223 5 11
630 cc. 6T Thunderbird, 6A, 6B, 6C	£258 4 8

ZUNDAPP

199 cc. 2018	£180 17 9
--------------	-----------

* Some low mileage late machines of this model available.

WE HAVE A FEW 1957 MODELS

at greatly reduced prices!

We Part Exchange and arrange Hire Purchase in the shortest time.

We give Free Driving Tuition on our own private ground.

We arrange Hire Purchase Protection Insurance.

WE GIVE THE FINEST SERVICE

IN THE AREA

IMPERIAL HOUSE • NEW ROAD
DAGENHAM • ESSEX
Tel.: RAINHAM, ESSEX 3284

POWERDRIVE:

1956 Powerdrive 3-seater, adult, perfect, 7,000 miles, T.I.; £250.—Richardson, 98, Tritel-garne Rd., Dagenham. [W196]

RELIANT REGAL

GLANFIELD LAWRENCE OF FINCHLEY.

SEE the amazing Reliant Regal Mk. III, immediate delivery of coupe and hard top saloon, in choice of colours; brochure sent on request; demonstrations arranged: h.p. terms available; your motor cycle, 3-wheeler or car accepted in part exchange; immediate insurance cover—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

ARTHUR TAYLOR, Reliant trials driver, is the distributor best for sales, service and spares, plus 20 years' experience thrown in.

FOR full particulars contact

A. R. TAYLOR GARAGES, Ltd., Shipston-on-Stour, Leic. 30; or Taylor-Dow, Ltd., Banbury. [0425]

GEORGE CLARKE for your 1958 Reliant; instant h.p. exchanges.—275-9, High St., Acton, W.3. Acton 8343. [C1012]

1955 Regal Mark II: £259/10; terms, exchanges. George Clarke Motors, 276.—Brixton Hill, S.W.2. Tel. 3211. [C1019]

GODFREYS, Ltd. for Reliant Regal 3-wheelers at all depots including Bushwood Corner, Leytonstone, E.11. See display advertisement. [C1052/R]

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

HUMMING BIRD MOTOR CYCLES Hertfordshire's leading distributors, for car comfort at motor cycle cost; immediate delivery Mark III hard tops and coupes; easy terms and part exchange; Reliant sales, service and spares; demonstrations anywhere.—39, London Rd., St. Albans. Tel. 54474. [C1045]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., sole distributors in London for the New Reliant Regal Mark III—the car on 3 wheels. See it in its up-to-date form—Streamlined, roomier, more comfortable, better performance, synchromesh gear box (reverse optional). Choice of colours; immediate hire purchase part exchanges welcomed; Reliant sales, service, spares. Write, 'phone or call for illustrated catalogue. See the Reliant at your home if required.

GLANFIELD LAWRENCE (HIGHBURY), Ltd., 2791, (Showrooms open 9-6 p.m. daily, Monday to Saturday.) [C1191/R]

RELIANT REGAL WANTED

GEORGE CLARKE pay most.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Reliant Regal buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GLANFIELD LAWRENCE OF FINCHLEY require late Reliant hard tops and coupes; h.p. account settled.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [W1044]

RELIANT REGAL SPARE PARTS

EVERYTHING for the famous Reliant three-wheelers: we hold the largest stock of Reliant spares and accessories in the country; immediate over-the-counter service or twenty-four hours by c.o.d.; full servicing facilities, stores open 9 a.m. to 6 p.m., Monday to Saturday.—Glanfield Lawrence (Highbury), Ltd., Reliant House, 28-32, Highbury Corner, London, N.5. Tel. Nor 2791. [S1191/R]

THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH'S, the 3-wheeler buyers—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham. 6041. [W1114/R]

EXCHANGE AND WANTED

CONWAY MOTORS urgently require late motor cycles.—301, Goldhawk Rd., W.12. Tel. Nos. (Sales) Riv. 4821-3. Spares Riv. 5725. [W1021/R]

TRIUMPH ST 1939, telex, chair with brake, stored years; exchange for Lambretta or other scooter, even damaged, or offer.—Forknall, Thaxted, Essex. [W177]

PUTNEY AUTOS purchase good post-war machines; immediate cash payment; h.p. accounts settled.—263, Putney Bridge Rd., S.W.15. Tel. Putney 1186. [W1135/R]

PINKS are keen buyers of all modern machines, really good prices paid for all models in really good condition, h.p. accounts settled, call or tel. without delay.

PINKS OF HARROW pay the best prices for the best machines.—Station Rd., Harrow. Tel. 0044-5. [W1099]

MOTOR cycles urgently wanted for cash, any make, any age or cond.; highest prices paid for modern machines; h.p. settled.—S. Dilley (Motors), Ltd. 374, Forest Rd., London, E.17. Larkswold 1521. [W1030/R]

WHITBYS urgently want 350 good, clean, post-war solos, combinations and scooters, immediate spot cash paid; h.p. accounts settled; if yours is a prech we want it, so send full details or come along now and get the highest price without any fuss.—Whitby's, 273, Acton Vale, London, W.3. She. 3455. [W1128]

AVON • DUNLOP • GOODYEAR •
FIRESTONE • MICHELIN

FROM 5/6 SECURES

The NEW TYRE you need

★ **BALANCE OVER SIX MONTHS** ★
All other sizes applied

Size	Dep.	Cash Price	Size	Dep.	Cash Price
350 x 8	5/6	£2 13/6	400 x 8	8/6	£3 9/0
250 x 19	5/6	£3 2/6	325 x 19	10/7	£4 5/6
275 x 19	8/6	£3 8/0	325 x 20	11/-	£4 6/0
300 x 19	9/9	£3 17/6	350 x 19	12/4	£4 19/0
300 x 20	9/9	£3 18/0			
300 x 21	9/9	£3 18/0			
325 x 18	10/3	£4 2/0			

1/8 Dep. Secures Delivery
Write for Proposal Form.
Post & Pkg. 3/6

NEW BARUM TYRES

Well-known European Manufacturer

275 x 19 47/6 350 x 19 69/6
300 x 19 57/6 400 x 19 79/6
325 x 19 59/6 400 x 18 79/6

Post & Pkg. 3/6. **TUBES 12/-**

SPECIAL BARGAINS

NEW EX-W.D. FLYING SUITS

Planet Gablediver
zip front, legs and
arms. 3 pockets.
Briest. 4ft. 11in.
6ft. 11in. **49/6**
P.&P. 3/6

New Ex-Govt. silk inner suits.
Kapitulated Fully
slipped arms, legs
and body.
Post & Pkg. 3/6. **34/9**

New Ex-W.D. FULL-LENGTH FISHERMAN'S WADERS

Made of tough-
quality Rubber.
Large sizes only,
but will fit most
sizes if worn with
one-socks. **24/6**
Usual Price 85/-
P. & P. 3/6

New Ex-Govt. PARAFFIN PRESSURE STOVES

Flame adjuster,
10in. rise.
Boils kettle of
water in 5 mins.
In container
9 1/2 x 5 1/2.
With
Spare. **25/9**
Post & Pkg. 3/6.

EASY TERMS

SEND FOR FREE NEW ILLUSTRATED CATALOGUE.
All Goods despatched "By Return" on Approval against Postal Order,
Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9am to 6pm Wednesday - 1pm

WATERPROOF MOTORCYCLE COVERS
3 Tons. Silver P.V.C.
welded seams,
rein-
forced
eyeballs.
6ft. x 6ft. 11in. **22/3**
P. & P. 11/3
1/10 Also 6 ft. 10 in. 14 2 and 25 10
SHAPED MOTORCYCLE
COVERS 21/- Cover Secs. 29/6

HAND GENERATORS

New Ex-
Govt.
6 volt.
4 amp.
output
90
E.P.M.
Limited
number
only
27/6
Curr. & Pkg. 5/6.

NEW EX-GOVT. TEDDY BEAR

Wool Pile Anti-
blizzard slip-over
coat. Leather-
lined cuffs.
Sizes 34-48/6
Post & Pkg. 3/6.

EXCHANGE AND WANTED

G. K. RAE.—If you wish to sell remember that we will definitely pay within 30/- of the full market value for all good modern motor cycles, combinations and scooters offered; h.p. accounts settled and balance paid in cash. If you really mean business and wish to raise the highest possible price for your machines quickly and without fuss, it will pay you to call, phone or write and get our offer; established over 35 years and known for courtesy and honest dealing. "Ask your Dad."
G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. (Beginning at Great West Rd.) (W1107/R)

AUTOCYCLES, CYCLEMOTORS, ETC.

H.M.W.
MOTOR IMPORTS Co., Ltd., sole concessionaires; catalogue and name of local sales and service agent by return.—Stockwell Rd., S.W.9. Bri. 7807. (C1098/R)

KREIDLER
MOTOR IMPORTS Co., Ltd., sole concessionaires; catalogue and name of local sales and service agent by return.—Stockwell Rd., S.W.9. Bri. 7807. (C1098/R)

PRIDE & CLARKE.—New Kreidler spares; quotations any part by return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. Bri. 6251. (S1098/R)

MINIMOTORS
MINIMOTORS and all spares per return of post.—Blays of Twickenham, Ltd., 192, Heath Rd., Twickenham. (C1098/R)

O'NEILL BROS., Ltd. of Hendon, for Minimotor services, exchange cylinders and crankshafts, etc.—270, West Hendon Broadway, N.W.9. Tel. Hendon 8629. (C1179)

MOBYLETTE AUTOCYCLES
MOTOR IMPORTS Co., Ltd., sole concessionaires; catalogue and name of local sales and service agent by return.—Stockwell Rd., S.W.9. Bri. 7807. (C1098/R)

PRIDE & CLARKE for Mobylette the 49cc Master Moped, £45.10/11; pay 1/4 deposit and ride away. Immediate acceptance, tax and insurance included in terms; 24 monthly payments; exchange any make or model; illustrated catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. (C1098/R)

MOBYLETTE AUTOCYCLES SPARE PARTS
PRIDE & CLARKE.—New Mobylette spares, quotation any part by return post; c.o.d.; easy payment.—158, Stockwell Rd., S.W.9. Brixton 6251. (S1098/R)

NORMAN NIPPY
DILLEY for Norman Nippy, new models, all colours and types in stock. Dilley below.
£46.—Norman Nippy 1957 50cc. 2 speeds, driving mirror, speedometer, year's tax, one careful owner, small mileage, exceptional condition, terms exchange.—Dilley, 274, Forest Rd., London, E.17. Tel. Lar. 1521. (C1030)

N.S.U. QUICKLY
GIFTS OF SOUTH HARROW for N.S.U. Quickly; terms, exchanges.—Byron 2484. (C1053/H)

WHITBY'S OF ACTON for Quickly and all other models.—273, Acton Vale, London, W.3. She. 5355. (C1128)

HUMPHREYS.—North London distributors for N.S.U. Quickly; full range of Quickly spares and accessories available, counter or c.o.d.—Humphreys, Ltd., 123, Hampstead Rd., N.W.1. Euston 3326. (C1058/R)

VICTORIA NICKY SPARE PARTS
PALMER'S for Victoria Nicky spares and service.—81, Stanley Rd., Teddington, Molesey 1646. (S1003)

ZUNDAPP COMBINETTE
GIFTS OF SOUTH HARROW.—Immediate delivery part exchanges welcome.—358, Northolt Rd., Byr. 2484. (C1053/H)

AUTOCYCLE SPARE PARTS
KAYS OF EALING, Ltd., Autocycles spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10 Bond St Ealing, W.5. Eal. 2397. (S1075/R)

SIDECARS

FISHERS OF ACTON.
AVON on VGT chassis, £39.10, deposit £13.10, 12 months £211/3; Miller, complete with chassis, £29.10, deposit £10, 12 months £20.10; choice of 6 ca bodies and/or bodies and chassis from £29.10, deposit £10, 12 months £20.10.

3-SEATER Raven Ashby on Swallow Velvet chassis, as new; £95; deposit £32, 18 months £41.7, 24 months £34.7.

GARRARD Sitchester on Mark II chassis, £75, deposit £25, 18 months £34.9; Steib with sprung wheel Triumph fittings, £49.10, deposit £16.10, 12 months £34.4.

VARIOUS Garrards, etc., always available, send for our free list.—44, Western Ave., W.5. Shepherds Bush 5007. 3 mins. Acton Underground. (M1005)

RAYMOND WAY OF KILBURN.

FOR your new sidecars on hire purchase.

RAYMOND WAY, Willesden Lane, Kilburn, N.W.6.

Malda Vale 6044, Open 9-7, Sats. 9-8. (M1130/R)

ACCESSORIES

AMAZING OFFER

PERSPEX WINDSHIELDS

FAIRINGS
ON EASY TERMS 1/8th DEP. AND 6 MONTHLY PAYMENTS (W1107/R)

Avon 28 6 11
Gaselle 23 1 3
A.M.L. 23 9 6
Midland 27 10 0
A.M.L. 27 10 0
Light 27 7 0

39/6

EACH as illus.

Large 3 1/2 in. Perspex Screen, size 17 1/2 in. x 13 1/2 in., adjustable fittings for 1/2 bar, cadmium plated. Also supplied large black waterproof apron. Post & Packing 2/6.

ENJOY DUALSEAT COMFORT

1/8th DEPOSIT AND 6 MONTHLY PAYMENTS

LYCETT DEI £5 10 0

DUALITE Standard with Handrail £4 12 6

Less Handrail £4 12 6

DUALITE VIK III £4 12 6

TEAMSTAR in Black or Maroon £3 9 11

Post & Packing 6/6.

SHEET CELLULOID

Size 12" x 24in. 20 thou. 8/-
27" x 24in. 20 thou. 8/-
34" x 24in. 20 thou. 16/-
18" x 24in. 30 thou. 8/-
27" x 24in. 30 thou. 11/3
34" x 24in. 30 thou. 22/6

Special transparent plicable non-crack windshield apron material 27" x 24in. 12/-
Post & Pkg. 1/10.

SILENCERS
FROM 8/6

Size 1 1/2 in. 11 in. String
Black Enamelled 8/6
Heavy All Chrome 11/6
Extra Heavy All Chrome 13/6
All Chrome Megaphone Type with Detachable Baffles 11 1/2 in. Diam., 17/6. All Chrome Replacement Silencers for Ariel, B.S.A., Triumph, A.M.C., Norton, etc., from 27/6 each.

PANNIER FRAMES
Black Enamelled Flat Steel with Folding Platform. **11/6** each.

Tailor made in tubular steel for plunger or swinging arm models. Pair **47/6**

State colour and machine. Top carriers to fit 21". Post & Pkg. 3/11.

FLEXIBLE EXHAUST TUBING. Asbestos sealed joint. 1 1/2", 1 1/4", 1 1/2", 2", 2 1/2", 3", 3 1/2", 4", 4 1/2", 5", 5 1/2", 6", 6 1/2", 7", 7 1/2", 8", 8 1/2", 9", 9 1/2", 10", 10 1/2", 11", 11 1/2", 12". Post & Pkg. up to 2/6 maximum for 6 feet. All sizes are internal diameter.

DETACHABLE HOOD FOR WINDSHIELDS
For comfort for Motorcyclists. For slotted windshields only.

35/-

Fitted in a jiffy to almost any screen. Made of waterproof material on strong frame secured by spring clips. OBTAINABLE ONLY FROM **PRIDE & CLARKE** Post & Pkg. 2/6.

WATERPROOF DUAL SEAT COVERS. Tartan or Black, 6/6. Post & Pkg. 9d.

HANDLEBAR MUFFS
Wired elite. Strong black, waterproof material. Warm lining. Pair **8/6**

De Luxe P. & P. 1/6.

EASY TERMS

7/6 DEPOSIT & 6 MONTHLY PAYMENTS OF 9/10 SECURES GOODS VALUE £3. LARGER AMOUNTS PRO RATA.

SEND FOR FREE NEW ILLUSTRATED CATALOGUE
All Goods despatched "By Return" on Approval against Postal Order,
Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9am to 6pm Wednesday - 1pm

BUY-BY-POST

P. & C. FLYING JACKET
Luxurious Sheepskin Lining throughout with large Storm Collar. Two-tone Grey and Black or Black only. Hip length. Belt fastening on hips. Full zip front and 3 slip pockets, and ticket pocket with press-stuff fastening. REINFORCED SEAMS THROUGHOUT. Sizes 34 to 44in. Cash Price **£8.19.6** Or £2.4 deposit and 6 monthly payments of 29/6. Post & Pkg. 3/6.

GAUNTLETS
Beautiful quality leather, luxurious sheepskin lining throughout. Fully lined cuffs and fingers. Wrist straps with press-stuff fastening. 47/6. P.P. 1/10
27/6 pair
P.P. 1/10
Sik type inner 5/6. P. & P. 9d

TEXAN JACKET
★ Leather grained Bk P.V.C. with white piping or all black.
★ Hip length.
★ Lancer style.
★ Zipper cuffs.
★ 4 slip leather pockets.
★ Adjustable inside straps.
★ Heavy quality Tartan wool lining. Sizes 34 to 44. £4/19/6. P. & P. 2/6. Or 12/4 dep. and 6 monthly payments of 14/6.

MK. VII GOGGLES
22/6
P.P. 1/-
Tinted
7/6
Clear 10/-

New SPARES BY RETURN

B.S.A. TRIUMPH A.J.S. ARIEL LAMBRETTA VILLIERS. BURMAN. AMAL. VESPA. MATCHLESS
QUOTATION ANY PART BY RETURN. SEND PATTERN OR QUOTE FULL DETAILS.

CARBURETTORS
AMAL from 46/6
No. 74. 75/-
No. 76. 80/-
No. 78. 85/-
No. 80. 90/-
AMAL CARBURETTOR 2/6
complete.
Post & Pkg. 5/6

PISTONS
250 c.c. 28/6
B.S.A. and most other makes.
State size and make.
Post & Pkg. 42/-

B.S.A. EXCHANGE SERVICE—ALL MODELS ENGINES, FRAMES, FORKS, PETROL TANKS, GEARBOXES, WHEELS to order ON EXCH. Clutch Plates 6/-
Brake Shoes for B.S.A. Bantams 11/-
Cylinders for Bantam 30/-
All Villiers Exchange Engine Service on Easy Terms

EASY TERMS
7/6 DEPOSIT & 6 MONTHLY PAYMENTS OF 9/10 SECURES GOODS VALUE £3. LARGER AMOUNTS PRO RATA

SEND FOR FREE NEW ILLUSTRATED CATALOGUE All Goods despatched "By Return" on Approval against Postal Order, Cash or G.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON, SW9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Business: 9am to 6pm • Weekdays 10am to 6pm • Saturdays 10am to 5pm

SIDECARS

COULSDON MOTOR CYCLES offer:—

1957 Surrey Rambler with fittings for any scooter. £49/10.
MANY others, all fitted free.—206, Brighton Rd., Coulsdon, Surrey. Uplands 7887. [M1011]

GODFREYS, Ltd., for all popular sidecars, all depots. See display advert. [M1052/R]

PERCE RYE.—Second-hand sidecar chassis.—2, Wards Ave., Fulham, S.W.6. Renown 6314. [M1199/R]

WHITBYS.—100 sidecars in stock, fitted free; easy terms.—273, Acton Vale, London, W.3. She. 5355. [M1128/R]

RON MCKENZIE, 961, Chester Rd., Stretford, Manchester, all types bought and sold; exchanges and terms. [M1086]

20 used sidecars, body bargains from 20/-; write for list.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tel. 3211. [M1009]

MUNDAYS, London's leading sidecar specialists and rider agents, for: Watsonian, Swallow, Canterbury, Raven and Streamline sidecars.

M in stock, all with fittings for any machine, fitted free, springer or rigid.

MUNDAYS sidecar spares and repairs of every description, realignments by the experts, customers own sidecars fitted.

MUNDAYS.—H.P. terms 1/3 deposit, balance in 12, 18 or 24 monthly payments; accident, sickness and unemployment insurance arranged.

MUNDAYS.—For safety and economy fit a sidecar; write for we do better at MUNDAYS, 124, Dalberg Rd., Brixton, S.W.2. Bri. 5365. 9-6.30 daily; closed Sundays. [M1107/R]

WING SIDECARS.—Build your own sidecar and save £6, everything made easy for you; guaranteed lightest, strongest and largest 2-door saloon made.

WING SIDECARS.—For new 30-page price list with practical hints and tips; everything from plans to paint, frames, windows, celluloid, Perspex, seats, hooding, trimmings, fittings, etc.; send P.O. 2/- and stamp.—Wing Sidecars, 195, High St., West Wickham, Kent. [M1132/R]

WHITTAKER'S OF BLACKPOOL, for Watsonian, Bumar and Swallow sidecars; immediate delivery from stock.—19, Cookson St., Blackpool. Tel. 25523. [M1139/R]

PRIDE & CLARKE.—100 new sidecars; large selection of used bargains, see display advertisement on page 38.—156, Stockwell Rd., S.W.9. Brixton 6251. [M1095/R]

NEW Canterbury Swallow and Watsonian in stock; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [M1114/R]

COMERFORDS for sidecars.—Very large selection of second-hand models from £20; All new models in stock including Bumar, Watsonian, Swallow, Canterbury, Blacknell, Surrey, Wessex.—Fortsmead Rd., Thames Ditton. Emb 5531. [M1006]

LONDON SIDECARS.—The 100% specialists. We haven't 200, nor has anyone else. Available: Bumar, all popular models, Watsonian, Maxstoke, Monarch, Avons, V.G. chassis Rankin, complete range Canterbury, Venom, Valiant Eagle, exchanges.

LONDON SIDECARS.—All sidecars fitted free by L experts, 30 years' experience, realignments and retrimming.

LONDON SIDECARS.—A few used models for callers: L guards, wheels, fittings, V.G. and Velvet brake kits.—146, Brixton Hill, S.W.2. 9 to 6, Wed. 1 a.m. Tel. 3631. [0507/R]

SLOCUMBE OF NEASDEN have a magnificent selection of new sidecars to match any model including Watsonian, Swallow, B.S.A., Bumar, Garrard, Canterbury, Blacknell, Surrey; fitted free by experts; hire purchase terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3358—8 lines. [M1115/R]

WHEELERS OF EPSOM for sidecar requirements from fittings to complete sidecars bodies and chassis sold separately; spring wheels, brake wheels sidecars aligned by Surrey's sidecar specialists; call and view the 1957/8 Canterbury, Watsonian Swallow, Garrard, Bumar and Surrey; used sidecars taken in part exchange, hire purchase arranged immediately; urgently required for cash, second-hand chassis.—Wheeler Motors, Blacknell, 71, East St., Epsom 4505-6. [M1131/R]

BLACKNELL

BLACKNELL.—Makers of the world renowned "Safety" chassis; see our luxurious range of "Comfort and Safety" sidecars at all leading dealers throughout the country.—Illustrated catalogue from Blacknell Sidecars, Ltd., Tidmas Factory, Alfred St., South Nottingham. Tel. 42183. [0562/R]

BUSMAR

BUSMAR make the best family sidecars.—Write for free illustrated brochure to Busmar, Ltd., Field St., Blackpool. [0105/R]

LEEDS.—Busmar, Astral, York, Lancaster and Astralette in stock.—Jenkins, Lower Bridge, Leeds 1. [07026]

1957 (July) Busmar Astral, fitted brake wheel; £85 o.n.o.—Evenings, Taylor, 33, Howberry Rd., Thornton Heath, Croydon. [07193]

COMERFORDS, Surrey distributors for Bumar sidecars.—Delivery from stock, including Astral.—Thames Ditton, Emmerbrook 5531. [M1006]

CLOTHING ON EASY TERMS

★ **SPECIAL OFFER** ★
The World Famous
GANNEX
MOTORCYCLING COAT

A unique coat made from Gannex patent material, eliminating condensation. 100% weatherproof. Navy blue, olive green, tawn. Available only at Pride & Clarke at this price of **£12.12.0** or 31/6 deposit and six monthly payments of 41/5. P. & P. 3/11.

P&C "CLUBMAN" Suit
For Ladies or Gents
★ Guaranteed 100% Waterproof.
★ Black non-crack Thorndie P.V.C.
★ Ladies, Royal Blue or Black.
★ Jacket zip fronted with 6in. storm flap.
★ Ankle strap fastening.
JKT. 78/-; TRS. 48/-; LINING 31/-.
Sizes 34 to 44in.

CASH PRICE **£5.19.6**
or 14/10 dep., 6 mthly. p'ments of 19/6
With detachable quilted lining. **£7.10.0**
or 18/9 dep. 6 mthly. p'ments of 24/6
Post & Pkg. 3/11.

P&C "365" Coat
★ Guaranteed 100% Waterproof.
★ Tough, flexible, grained black Thorndie P.V.C. material.
★ Tummy pad and leg straps.
★ Detachable inner lining.
★ Deep storm collar.
★ Full wrap-over.
Sizes 34 to 44in.

CASH PRICE **£7.2.6**
or 17/9 dep., 6 mthly. p'ments of 23/5
Unlined £5/5/0
Post & Pkg. 3/11

P&C "TROPHY" Coat
★ Guaranteed 100% Waterproof.
★ Heavy black double texture twill.
★ Detachable blanket lining.
★ Tummy pad, leg straps and flaps.
★ D.R. style press button skirt.
Sizes 34 to 44in.

CASH PRICE **£7.19.6**
or 19/10 dep., 6 mthly. p'ments of 28/3.
Post & Pkg. 3/11.

P&C "SUPERSENIOR" SUIT
★ Guaranteed 100% Waterproof.
★ Tough, supple grained black Thorndie P.V.C.
★ Quilted-type lining throughout including trousers.
★ Large storm collar.
Sizes 34 to 44in.

CASH PRICE **£8.19.6**
or 22/4 dep., 6 mthly. p'ments of 29/6.
Jackets £5/7/6. Trousers £3/17/6.
Post & Pkg. 3/11.

ILLUSTRATED CATALOGUE FREE
All Goods despatched "By Return" on Approval against Postal Order, Cash or G.O.D. Order by Post Card or Phone and Pay on Delivery

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON, SW9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Business: 9am to 6pm • Weekdays 10am to 6pm • Saturdays 10am to 5pm

ELECTRICAL AND SPEEDOMETERS

WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS
Spare for LUCAS, B.T.H., MILLER, WILCO, VILLIERS, etc.

NEW LUCAS EX-W/D 7" D.U.42 HEADLAMPS

with domed glass switch and ammeter. **39/6**
(List Price 87/6). Post & Pkg. 3/6.

NEW BATTERIES

6 v. standard type with outside terminals **17/6**
Heavy Duty **22/6**
Vibration Type 25/-, P. and Pkg. 2/6. Carriers 6/6.

52/6 1-AMP CHARGERS

New, fully guaranteed, with warning light, 200/250 volt A.C. Charges 6 v. and 12 v. batteries. 52/6. With Ammeter 57/6. Post & Pkg. 3/6.

6-VOLT HORNS

Used, Black **10/6**
New, Black **12/6**
Finish. Chrome **19/9**
Plated Chrome Push **2/6**
Post & Pkg. 3/6.

LUCAS MAGDYNO

2- or 3-brush type, clock or anti-clock. Used, tested **80/-**
Reconditioned Carr. & Pkg. 4/6.
Reconditioned voltage controls 20/-, P. & P. 1/6.

40/- DYNAMOS

Lucas, used, tested, 2-brush type, P.H.M.L.D. clock or anti-clock 40/-. Reconditioned 60/6. Post & Pkg. 3/6.

MILLER STREAMLINED MOTORCYCLE SPOTLAMP

Chrome plated with adjustable bracket. 4 1/2 in. diameter. **30/-**
Post & Pkg. 2/6.

EX-W.D. GENERATOR SETS

USED, TESTED—GOOD COND.
J.A.P. ENGINE, 1472 c.c. D.C. 288 v. 2,500 r.p.m. Approx. size 27 in. x 19 in. x 7 in. as illus. **£12**
C. & P. 17/6. Cash Price.

MAGNETOS 50/-

Lucas and B.T.H. used, tested anti-clock rotation. Reconditioned 70/6. Post & Pkg. 3/4.

1/4 h.p. ENGLISH ELECTRIC MOTOR

New Surplus 200/250 v. A.C. 500 cycles, single phase, 2,500 r.p.m. Induction type. Self-start. Carr. 8/6. **85/-**

EXCHANGE SERVICE

ARMATURES 30/-; MAGNETOS 70/-; DYNAMOS 50/6; MAGDYNS 115/-; VIBRATORS 20/-; Carr. extra.

EASY TERMS

7/6 DEPOSIT & 6 MONTHLY PAYMENTS OF 9/10 SECURES GOODS VALUE £3. LARGER AMOUNTS PRO RATA

SEND FOR FREE NEW ILLUSTRATED CATALOGUE. All Goods despatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9
Phone: BR1 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesday 1

CANTERBURY

CANTERBURY SIDECARS invite enquiries on their child adult and double adult models at 95-95, Chigwell Rd., South Woodford, E.15. Wan. 7716. [0320/R]

GARRARD

GARRARD SIDECARS.—Write for catalogue and details of the revolutionary swinging arm Grand Prix; £36/13/6 including tax, the greatest advance in sidecars design in 50 years.—78, Walmer Rd., London, W.10. Tel. Ladbroke 1812. [0193/R]

RANKIN

RANKIN SIDECARS, Ltd., Ash Rd., Salford, Birmingham, 8.—Write for catalogues, etc. [0520/R]

STEIB

STEIB.—World-famous sports sidecars incorporating modern all-steel light-weight construction and design features to suit all motor cycles.
S501: weight 176lb, £97/12/4 or with hydraulic brake, £112/11/9; S550, 156lb, £83/17/11 or with brake £93/17/6; S250, 155lb, £86/17/8, or with brake £100/2/3.
DELIVERY and fitting free in 4-5 weeks, including matching colours.
SEND for price lists, h.p. terms and illustrated catalogues to sole suppliers, A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). Open Sat. 9.30 a.m.-12.30 p.m. (sales only). [M1159/R]

STREAMLINE

SEND for brochures.—Streamline Sidecars, Ltd., Rectory Lane, Loughton, Essex. Lou. 4938. [0223/R]

SURREY

SURREY SIDECARS for lightweights.—Station Works, Coulsdon, Surrey. Uplands 8752. [0627/R]

WATSONIAN SPARE PARTS

WEST LONDON MOTOR AGENCIES, Ltd.
WE carry the largest stock of Watsonian spares in 1121, West London.—436, Uxbridge Rd., W.12. She. [M1113/R]

BRACKPOOLS

Large stockists of Watsonian and Swallow spares, post orders given immediate attention.—228, Stanstead Rd., Forest Hill, S.E.23. For. 2585. [0503/R]

SIDECARS WANTED

MODERN sidecars urgently required.—146, Brixton Hill S.W.2. [0508/R]

SIDECARS SPARE PARTS

PRIDE & CLARKE.—Huge stock all makes; quotations; c.o.d.; easy payment.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1098/R]

SIDECARS REPAIRS

REPAIR specialists to any make of sidecar.—Andre Sidecars, 468, Andre St., E.3. Tel. Cll. 0438. [0125/R]

SELF-RIDE HIRE

HURRIDE, Plerson Rd., St. Heller, Jersey, C.I.—Motor cycles, scooters, cars, cycles, for hire. [7114/R]
SELF-RIDE hire; from 18/6 per day.—Lambretta Hire Service, Ltd., 32, Monarch Parade, Mitcham, Surrey. Tel. Mitcham 5141-2. [0104/R]

CLOTHING

S. LEWIS'S, 27, Carburton St., W.1. Pioneers of S. racing and motor clothing; no connection with any other firm.
CROMWELL Carburton crash helmets, latest T.T. low-crown B.S.A. A.C.U. models are the finest helmets made; we supply riders all over the world, including Geoff Duke and John Surtees; A/113/2, 63/8; A/114/2, 72/4; it pays to buy the best; buy from local stockists, if unable to supply send direct to us; Cromwell Nolls new models B.S.I. 2001-56, 55/6, detachable peaks 6/-; trade supplied.
RACING suits, one-piece horsehide and bullhide; racing boots, zip back, 125/-; 132/6; zip front, 92/6; horsehide gloves, 23/-; cowhide, 19/6; climoils back, 18/6; extra long horsehide fitted zip, 27/6; lists free; Barbour suits immediate delivery.—S. Lewis of Carburton St., Euston 4795. [M1197/R]

CLAUDE RYE, Ltd.

Huge stocks of clothing, etc. at knockout prices; hundreds of other bargains.—895, 921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

BALL BEARINGS

CLAUDE RYE, Ltd.—Ball, roller, wheel, big-end bearings, etc.; largest stocks in England.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

CARBURETTORS

CLAUDE RYE.—Amal, largest stocks in the country.—899, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

COMERFORDS

—Bing and Magura carburettor spares and controls from stock; trade and retail; c.o.d.—Portsmouth Rd., Thames Ditton. [M1006/R]

HOE STREET GARAGE, Ltd.

—Amal, Villiers, S.V. 1 spares; c'ter, c.o.d.—414, Hoe St., W'stow. E.17. Tel. Cop. 1710. [0281/R]

CELLULOID, ETC.

BLV'S PLASTICS, celluloid, Cobex, Vybac, Perspex sheet; see "Hoods, Screens and Muffs" section. [0563/R]

CLAUDE RYE, Ltd.

—Vybac, non-flam. flexible transparent sheet, does not crack or discolour; 20th, 50th x 25th, 14/-, 30th, 50th x 26th, 21/-; 40th, 50th x 26th, 27/6; & P. 1/8.—899, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

USED 75% BELOW LIST PRICE BY POST SPARES

DISMANTLING MOST MAKES MOTORCYCLES. QUOTATIONS "BY RETURN" ANY SPARE

ENGINES

Complete, less Magneto and Carb. ON EASY TERMS—18th DEPOSIT & SIX MONTHLY PAYMENTS Carriage extra.

B.S.A. 500 c.h.v. '35...	£25 0	Enfield 500 c.h.v. '39...	£10 0
B.S.A. 500 c.h.v. '37...	£28 10	Enfield 500 c.h.v. '47...	£15 0
B.S.A. 500 c.h.v. '39...	£10 10	Enfield 500 twin, '39...	£15 0
B.S.A. 500 c.h.v. '40...	£12 10	with gearbox...	£30 0
B.S.A. 500 c.h.v. '48...	£15 0	Matchless 350 c.h.v. '40...	£12 10
Enfield 500 c.h.v. '40...	£10 10	Matchless 350 c.h.v. '47...	£15 0
Enfield 500 c.h.v. '46...	£12 10	Matchless 500 '46...	£17 0

★ BARGAIN OFFER ★

NORTON 16H 500 C.C. ENGINE

LESS MAGDYNO AND CARB.....£4 0 0
WITH MAGNETO AND CARB.....£5 0 0
Carriage 20/8

CARBURETTORS

AMAL TYPE
From 12/6. Mixing Chambers 5/6. Float Chambers 2/6. Float tops 1/6. Float Chamber Bolts, ea. 6d. Floats, ea. 1/-.
Mixing Chamber Base Nuts each 1/-.
Please state type required with order. Post & Pkg. extra.

PETROL TANKS

From 5/-.
Carr. 5/6.
Pipes 1/6.
Taps 1/6.
Filter Caps 2/6. Post & Pkg. 6d.

CYL. BARRELS

Examples:
Ariel 250 c.c. from 15/-.
Matchless from 15/-.
Enfield from 20/-.
Panther 1957 from 10/-.
Norton 1940 from 80/-.
Indian 1946 500 c.c. S.V. Carr. & Pkg. 4/6.

WHEELS

SPECIAL BARGAIN OFFER 2,000 WHEELS FROM 5/-

ARIEL, B.S.A., ENFIELD, TRIUMPH, Front Wheels complete from 10/-.
Rear Wheels complete from 30/-.
NORTON Front Wheels complete from 15/-.
Rear Wheels complete from 40/-.
INDIAN Front Wheels, ex. strong, 10/- complete.
Brake Plates 10/-.
Hubs 10/-.
Spindles 5/-.
Noses 2/6 each.
Assorted Types 10/-.
Front 30/-.
Rear. Quotations "By Return" Post, Carr. & Pkg. on wheels 7/6.

EASY TERMS

7/6 DEPOSIT & 6 MONTHLY PAYMENTS OF 9/10 SECURES GOODS VALUE £3. LARGER AMOUNTS PRO RATA

SEND FOR FREE NEW ILLUSTRATED CATALOGUE. All Goods despatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9
Phone: BR1 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesday 1

200 SIDECARS

All Leading Makes and Models

WATSONIAN, SWALLOW, GARRARD, CANTERBURY,
B.S.A., STREAMLINE, BLACKNELL, BUSMAR, RANKIN

★ USED BARGAINS ★

	CASH
WATSONIAN Avon Sports on VQ21, 2 wheel, 2 brake, Black	£85 10
B.S.A. C/A body on B.S.A. chassis. Black	£59 10
BUSMAR Lincoln 8/8 saloon on VQ21	£59 10
SWALLOW Tudor 8/8 saloon on Veloc chassis. Black and gold	£59 10
SWALLOW Tudor 8/8 saloon on Veloc chassis. Blue	£55 10
BLACKNELL C/A saloon on Safety chassis. Black	£55 10
CANTERBURY 8/8 saloon on GUC3 chassis. Brown and cream	£52 10
WATSONIAN Avon Sports on VQ21. Blue	£49 10
WATSONIAN Ascot on VQ21 chassis. Blue	£49 10
CANTERBURY Denon. Fwt. sal. on GUC3 chassis. Lambretta grey	£45 10
WATSONIAN Albion on VQ21. Maroon	£42 10
STEE Scooter Sports with hood and screen. Lambretta grey	£39 10
WATSONIAN Albion bodies, from	£7 10

★ 1/3 DEPOSIT—BALANCE OVER 24 MONTHS.

* EXCHANGES WELCOMED—ANY MAKE, YEAR OR MODEL
* R.P. ACCOUNTS SETTLED. * MAIL ORDER—
Special Dept. for Post Orders. Small deposit reserves any
Make. Send for Free Illustrated Catalogue and Lists.

SIDECAR SPARES

WIDE STOCKS OF NEW SPARES FOR WATSONIAN, SWALLOW,
GARRARD, CANTERBURY, B.S.A., SUNBEAM, STREAMLINE,
BLACKNELL, BUSMAR, RAVEN, LEMMI.

SWALLOW SCREENS

COMMANDO AND SPORTS MODELS
MOTORHON Non
3 1/2 and 1 1/2 sq
ft. 49/6

B.S.A. Windscreen 57/6
Tel 96 Screen 50/1
Carr. & Pkg. 3/6.

SWALLOW FOLDING HOODS

Finest quality material. Complete with frames.

Post & Pkg. 2/9.

HOODS, less frame, 45/-

B.S.A. HOODS, complete with frame, 85/-

4 + 1 Leaf 21/6 each

5 + 1 Leaf 28/6 each

Post & Pkg. 2/1

REAR LUGGAGE GRIDS

Polished Alloy complete with nuts and bolts for fitting.

20/3 each. Post & Pkg. 1/3.

REAR BUMPER BARS

Polished Alloy complete with fixing brackets.

Chromed Steel Crash Bars 24/9

Post & Pkg. 1/3.

HESAR MUDGUARDS

Very strong. Shoddy. Black. Removable. Suitable all makes.

18/9

16in. 20/-

Post & Pkg. 4/-.

ELLIP-TICAL SPRINGS

1 1/2in. wide

4 + 1 Leaf 21/6 each

5 + 1 Leaf 28/6 each

Post & Pkg. 2/1

EASY TERMS

7% DEPOSIT & 8 MONTHLY PAYMENTS OF 9/10 SECURES GOODS VALUE £3. LARGER AMOUNTS PRO RATA.

SEND FOR FREE NEW ILLUSTRATED CATALOGUE

All Goods dispatched "By Return" on Approval against Postal Order
or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9

Phone: BR1 6251 • Grams: PRICLARKE, LONDON

Hours of Business: 9am to 6pm • Wednesdays 10am to 5pm

158 STOCKWELL ROAD, LONDON, SW9

Phone: BR1 6251 • Grams: PRICLARKE, LONDON

Hours of Business: 9am to 6pm • Wednesdays 10am to 5pm

CHAINS

CLAUDE RYE, Ltd.—New chain, 1/4in x 3/16in, 5/11 ft., 1/2in x 1/4in and 3/4in x 1/2in, 7/- ft.; 1/2in x 3/16in 9/- ft.; post extra; all other sizes in stock.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7 (L), Endsleigh Court, Upper Woburn Place, W.C.1. Deferred terms. Booklet sent [0004/R]

CYLINDER GRINDING AND BORING

DARLAY REBORERS, 21, Thames St., Weybridge, Surrey. Weybridge 2268. 24-hour service. [0018/R]

S. A. COLES for the perfect rebor, 24-hour service. —364, High Rd., E.10. Ley. 7171. [M1017/R]

24-HOUR service, your cylinder rebored and new Hepolite piston supplied from stock; reasonable charges for first-class work.

KINGSTON MOTOR CYCLES, Ltd., 26, London Rd., Kingston-on-Thames. Tel. Kin. 2243. [M1073/R]

MOTOR cycles decarbonised and rebored.—J. P. Simons and Sons, Ltd., 43-49, Tavistock St., Bedford. Tel. 67541. [7190]

BRACKFOLDS—Reboring, sleeving, 24-hour service, Centricast liners, pistons, all sizes from stock. —225, Stanstead Rd., Forest Hill, S.E.23. For. 2585. [0461/R]

ELEANOR MOTORS—Cylinder reboring and sleeving; 24-hour service; exchange cylinders B.S.A. and Triumph; trade and retail.—269, Mare St., Hackney, E.8. Amherst 3923. [0246]

PISTONS complete or rings only, thousands in stock, many old types, c.o.d. by return post; reboring and sleeving on the Churchill grinder 24-hour service; send your cylinder securely packed to—

MARSDENS Repair Department, 18, St. Michael's Lane, Leeds, 6. Tel. 51615. [0239/R]

CLAUDE RYE, Ltd.—Reboring 12/6 per bore plus cost of piston, sleeving 30/- extra, most W.D. and pre-war pistons supplied at greatly reduced prices; send s.a. with details of machine for quote.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

VICTOR MARTIN & Co., Ltd., Elmhurst Works, Bruce Grove, W.17. Tot. 2244. Specialists in inserting, polishing, reboring, grinding and reballing racing and commercial engines reconditioned; all J.A.P. engines and spares in stock. [0417/R]

DUAL SEATS AND COVERS

To fit most seats, black or clear, 6/-; Tartan, blue or red, 8/-; Vynide, 25/9; genuine B.S.A. or Dualite, 31/9; state year and make of seat.—Craze Bros., 473, Christchurch Rd., Bournemouth. [0225/R]

ENAMELLING, PLATING AND POLISHING

REFLECTORS resilvered (1/3 per inch diameter plus postage), prompt service; also chromium cadmium.—Gloucester Plating Co., Ltd., Eastern Ave., Gloucester. [0259/R]

HEADLAMP reflectors replated in pure silver, amazing brilliance, one-day service, 6/- each, p. & p. 1/6 each; cork seals, 6d each; bulbs, 3/- each, state type; send F.O.R.—R. Packer, 169, Hotwell Rd., Bristol, 8. [0546/R]

CHROMIUM Plating, diamond hard chrome on all your plated parts, 10-year guarantee, D.H.C. plated exhausts supplied, exchanged or plated, send 2/6 for our famous Exhaust Pipe Blue Remover and price lists; open Sat. and Sun.—Tewkesbury Plating Co., Tewkesbury. [0517]

ENGINES

PERCE RYE, All makes of engine in stock.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

CR Record, 1940-5 Triumph 350 ohv, £14/10; 1940-5 Triumph 350 sv, £10/10; carriage extra, tons of spares for all the preceding.—Claude Rye, 895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

FINAL clearance reconditioned, fully guaranteed Norton 490cc 16H engine units, £26/19/6; also checked good secondhand, £3/5/- guaranteed Lucas magnetyns to suit, 45/-; limited stocks only; a reserving deposit will hold one of these bargains.—

DAVISON'S MOTORS, Shakespeare St., Nottingham. Tel. 41181. [M1029]

At Kidsons!—Second-hand engines; Norton Dominator 1954, £27/10; Excelsior Fallsman unit, £17/10; B.S.A. B35, 1949, £14/10; Bantam, £12/10; Enfield W.D. sv, £5/17/6; ohv, £7/10; Ariel 350cc and 500cc, ohv, £8/10; B.S.A. M20, £8/10; etc.; carriage extra.—Kidson, 2, Salem Place, Leeds, 10. [M1072]

EXPORT

PRIDE & CLARKE—Everything for motor cyclists; quotation by return.—Stockwell Rd., S.W.9. Bri. 6251. [M1098/R]

CLAUDE RYE (EXPORT), Ltd.—Motor Cycle accessories, clothing, ex-W.D. surplus, largest stocks in the world of Harley-Davidson and Indian spares at knock-out prices; write for lists.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

GEARS, ETC.

PERCE RYE, Most makes of boxes in stock.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

ERIC KENNARD & Co., Albion and Burman stockists.—19, Station Rd., N.3. Finchley 3589. [0393/R]

CLAUDE RYE.—Stockists of Albions, B.S.A., Burman, Norton and Triumph gear box spares.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

At Kidsons!—Second-hand gear boxes with clutch: B.S.A. A7, £13/10; M20, £6/10; C11, £7/19/6; Norton Dominator, £15/10; E.S.2, 1949, £12/10; ex-W.D., £7/19/6; Ariel 350cc, £7/19/6; 1,000cc, £12/10; ex-W.D. Enfield, Triumph, Matchless, £7/10; Douglas Mk. V, less clutch, £6/10; etc.—Kidson, 2, Salem Place, Leeds, 10. [M1072]

COWIES

The B.S.A. Specialists

ALL 1958 MODELS IN STOCK
IMMEDIATE DELIVERY

FACTORY TRAINED MECHANICS
ENSURE YOU GET REAL
AFTER-SALES SERVICE

Agents For . . .

FORD & STANDARD CARS

Motorcycles welcomed in Part Exchange

900

SELECTED USED MACHINES
ALWAYS IN STOCK

THE LARGEST SELECTION OF
COMBINATIONS, THREE-WHEELERS,
SCOOTERS IN THE NORTH OF ENGLAND

WE GUARANTEE YOU A
GOOD DEAL AT

COWIES MILLFIELD
SUNDERLAND

Depots at
NEWCASTLE—STOCKTON—DURHAM

PANNIER EQUIPMENT

FOR ALL SPRING FRAME MODELS



- A.J.S.
- ARIEL
- B.S.A.
- NORTON
- MATCHLESS
- TRIUMPH
- S/A & 8/HUB
- SUNBEAM
- FRANCIS-BARNETT
- VELOCETTE
- JUNIOR SET for James, Bantams and most light weights. Frames, 39/6. Bags, 55/6.

PRICES:

Pannier Frames . . . 47/6 per pair
Pannier Bags . . . 71/- per pair AND
Top Carrier . . . 21/- each POST 3/6
Tubular steel all welded construction, fitted or removed in a few minutes. No holes to drill or lugs to make. Weight 5 lb. per pair
MAKERS' COLOURS

Write for Catalogue. Obtainable from most dealers.

The ELGAR SHEET METAL WORKS Ltd.
NIGHTINGALE ROAD, LONDON, N.W.10

Telephone: ELGAR 6867

HIRE PURCHASE

HIRE-Purchase for private sales arranged promptly on post-war motor cycles, scooters and cars; moderate charges and low interest rates; existing accounts settled.—Triad Motors, 3, Fulham High St., S.W.6. Renown 5759. [0088]

HOODS, SCREENS AND MUFFS

"PERSPEX" all thicknesses, for wing and side screen; cut to specification; delivery by return.—R. Denny & Co., 15, Netherwood Rd., London, W.14. Shepherds Bush 1426. [0311/R]

CLAUDE RYE, Ltd.—Hood material, heavy black double-texture waterproof twill, 72in wide, 19/6 per yd, post 1/4; per yd; green leather cloth, heavy quality, 50in wide, ideal for sidecar hoods, 7/6 yd, post and pkg. 1/4.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

PERSPEX, all thicknesses cut to size: Cobex non-flam rigid sheet, 54in x 24in or 36in x 36in in 30/1,000 25/6, P & P 1/9; Velbex flexible sheet at reduced price, size 54in x 24in x 40 thou., 24/-, P & P 1/9; celluloid sheet stocked; lists free.—Bly's Plastics, Arcade, Rear 570, Upper St., Angel, London, N.1. Callers 8.30-5.30, Sats. 1 p.m. Can. 5242. [0666/H]

HOTELS & ACCOMMODATION

DOUGLAS, L.O.M.—Tea, bed and breakfast, 12, 6, h. & c. all rooms.—Elliott, 5, Mona St. [7175]

DOUGLAS—42, Demesne Rd., h. & c., board 5/6n. June-Sept. m/cycle accom.—Brewer, Tel. 3914. [7072]

DOUGLAS—"Granada," Mona Drive, Central Prom. Terms 17/6 June, Sept. Recommended.—Berry, Tel. 2733. [7179]

DOUGLAS—"Alderley," Imperial Terrace, Onchan, overlooking bay, h. & c., lounge; terms 17/6.—Errington, Tel. 3717. [7173]

DOUGLAS—"Astonville," Castlemona Ave., Central Prom., h. & c., t.b.b. 15/-, l.b. 17/6; Tel. 2537, Coillister. [7017]

DOUGLAS—"Sunnydale," Stanley View, Broadway, Tel. 2511, Garage, full board from 16/6. Personal supervision. [7185]

DOUGLAS—"Delamere Private Hotel," Mona Drive, Central Prom.; spring interiors, service, comfort.—Gale, Tel. 1498. [7076]

DOUGLAS—"Summerville," 3, Mona Terrace, garage, h. & c.; full board or t.b.b.—Tel. 3462 Corrin. [7032]

DOUGLAS—"Monaville," Queen's Promenade, Tel. 2191, Full board 19/6; liberal catering; highly recommended.—Cooper. [7077]

DOUGLAS—"Wynsdale," Hutchinson Sq., Broadway, m/cycle accom., board 17/-, t.b.b. 13/6.—Clayton, Tel. 1951. [7100]

DOUGLAS—19, Hutchinson Sq.; h. & c., garage, private parking; full board 16/6.—Corkill, Tel. 3653. [7101]

DOUGLAS—"Marian House," Kingswood Terr. h. & c., full board, 18/6; T.B.B. 15/-.—Cowley, Tel. 3558. [7135]

DOUGLAS—"Ballacree," Derby Rd., Broadway, h. & c., free garage; dinner, b.b.—Corlett, Tel. 2361. [7134]

DOUGLAS—"Havelock House," Mount Havelock, h. & c., t.b.b. 15/6, TV lounge, homely.—Sandie, Tel. 2495. [7150]

DOUGLAS—"8, Stanley Terr., Broadway.—Full board 15/6; packed lunch race days; motor cycle accommodation.—Quilliam.—Tel. 573. [7136]

DOUGLAS—"Loch Hotel," Loch Promenade (Tel. 2562), 150 guests, licensed, h. & c., interior spring from 20/-; free garage; brochure.—Ramsay. [7174]

DOUGLAS—"Antrim," Central Promenade, Tel. 366, fully licensed, moderate terms, all front bedrooms, first-class catering, service, mid-day dinner.—Reading. [7172]

DOUGLAS—"Patricroft," Woodville Terrace, Broadway; private parking; full board 18/6; t.b.b. 15/-; separate tables; clubs catered for.—Mather, Tel. 1712. [7089]

DOUGLAS—"Rothsay" (licensed), loch prom. (Tel. 274), 40 bedrooms, h. & c. and interior springs, TV lounge, from 20/-.—Brochure, H. Stanley. [7071]

DOUGLAS—"Kenilworth," Central Prom. (Tel. 1979), Centrally situated, special facilities during T.T. Week. Parking at rear (Cul-de-sac). Write Mr. & Mrs. Rigby. [7183]

DOUGLAS—"Daytona Private Hotel," Central Prom., licensed, h. & c. all bedrooms, moderate terms, private garage; write for illustrated booklet.—G. Stanley. [7149]

IGNITION AND LIGHTING

PRIDE & CLARKE—Lucas, Miller, Wico & Villiers ignition spares and repairs.—Stockwell Rd., S.W.9. Bri. 6251. [M1098/R]

COMERFORDS—Continental and English electric equipment, including Bosch, Norris, Heila, Siba, Lucas and Wipac; trade and retail.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531. [M1006]

BRADEY'S IGNITION SERVICE repair all makes in 88 hours; guaranteed 12 months; dynamos exchanged from 40/-; magnetos from 50/-; magdynos from 60/-, free advice.—8, Gascoigne Rd., Addington, Croydon. Tel. Lodge Hill 3534. [0481/R]

CLAUDE RYE, Ltd., guaranteed repairs and reconditioning of all makes of magnetos and dynamos, most units reconditioned ready for exchange, also all spares in stock for Lucas, Miller, Wico-Pacy and Villiers; quotations by return.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

JACK BRETT

OFFERS

A STREAMLINED MAIL ORDER SERVICE FOR ALL RACING AND TOURING MOTORCYCLISTS

WEATHERBLOC GAUNTLETS

- ★ All "Tuphine" Leather.
- ★ Pocket in Gauntlet for Waterproof Cover.
- ★ Palm Lined "Deep Pile".
- ★ White PVC or Black Leather Gauntlet 69/6

RACING GLOVES

- G. Duke Racing Glove 37/6
- J. Surtees " " 37/6
- J. Brett " " 29/-

Post & Packing 1/10

HELMETS

Recommended by John Surtees, Geoffrey Duke, Jack Brett. Conform with 2001/56.

PROTECTOR 61/6

DEFENDER 59/6

PREMIER 55/-

Post & Packing 1/10

JACK BRETT DE LUXE SUIT

- ★ FLEECE BACKED PVC.
- ★ 100% WATERPROOF.
- ★ Specially Designed by Jack Brett.
- ★ Zipped Tapered Sleeves.
- ★ Stormflap Inside Map Pocket.
- ★ Tailored neck.
- ★ Zipped Fly Trousers.
- ★ Gussetted Legs with Ankle Strap.

As illustrated ... £7 14 6

Ladies £7 7 6

STANDARD SUIT ... £6 12 6

LADIES £6 7 6

P/Packing 3/11

SPECIAL OPENING OFFER !

GAUNTLETS

- ONE FINGER MITT, LEATHER PALM, HEAVY PILE LINING, PVC BACKED 23/9
- MITT as above 22/-
- SILK INNERS 5/- pr.
- FULL MITT, LEATHER, ELASTIC WRIST 13/6

P/P on above 1/3.

CASH - POSTAL ORDER OR C.O.D.

ORDER BY POST

JACK BRETT LTD.

GREENSIDE CHAMBERS,
HECKMONDWIKE, YORKSHIRE

IGNITION AND LIGHTING

M.E.S., now trading as Parker & Clark, Ltd., 118, High St., Hampton Hill, Middx. Tel. Mol. 7220; repair specialists. Lucas, Miller, Villiers. B.T.H. [0206]

INSURANCE

TAYLOR MATTERSON, Ltd.

IMMEDIATE cover: special comprehensive rates for 500cc upwards; lowest rates for young drivers, old machines and cars, state age and if experienced.—74, Bedford Hill, Balham, S.W.12. Balham 4201-2. [0611/R]

INVINCIBLE—Premiums by instalments.

INVINCIBLE—Policies for 2, 3, 6 or 12 months.

INVINCIBLE—Immediate bonus up to 25%

INVINCIBLE—Immediate cover from:

INVINCIBLE POLICIES, Ltd., 7, Whittington Ave., London, E.C.3. Tel. Mansion House 2561. [0031/R]

PERCE RYE—Insurance by instalments; cover rate on the spot.—495, Fulham Rd., S.W.6. [M1199/R]

BRACKPOOLS—Low rates, immed. cover, sh. pro. terms easy pta.; a.e.—228, Stanstead Rd., S.E.23. Forest Hill 2585. [0406/R]

CLAUDE RYE, Ltd., the motor cycle people, cover on the spot, competitive rates.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

COMPREHENSIVE cover from £5/19.2, third party £2/6/11, immediate cover 50/-, balance by instalments.—Kittysurance, Sutton, Surrey. [01054]

WHITBYS OF ACTON, Ltd.—Keenest rates, immediate issue of cover notes; let us quote you.—27A, Acton Vale, London, W.3. Shepherd's Bush 5355-6. [M1128/R]

DEFENCE, Ltd.—Lowest first payment; longest deferred terms, cover on demand or by return post, prompt service.—722, Barking Rd., Plaistow, London, E.13. Grangeview 6089. [0160/R]

METROPOLITAN INSURANCE BROKERS, Ltd., select the best and cheapest terms from all the different insurance companies and Lloyd's to suit your own particular needs, quotations by return.—6, Lloyd's Ave., E.C.3. Royal 8056. [7124]

L prompt cover, attractive terms for learners and young drivers; maximum no-claims bonuses.—Mecca (Brokers), Ltd., 217, Westminster Bridge Rd., London, S.E.1 (opp. County Hall). Waterloo 5075. [0124/R]

MISCELLANEOUS

NEW compressors, ex-Ministry stock, Ben, Hec. Hymatic, etc., receivers, accessories; send for detailed list.—T. E. C. Vaughan, 29-31, High St., Teddington. Kin. 1195. [7171]

MUTUAL AID

PERCE RYE—Dismantling all types of m/c.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

NUMBER PLATES

CLAUDE RYE, Ltd.—Front number plates, black enamelled 1/3 each, rear 3/- each, post 1/3; rear number plates with reflector, 4/6 each, post 1/3; transfers 2/6 set, post 4d; aluminium number plates, raised and polished, 17/6 pair, post 1/6; 24-hr. service, no c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

PARTS AND ACCESSORIES

A GAGG AND SONS, NOTTINGHAM.

For motor cycle and three wheeler spares, as we often tell you, we cater for the good old faithful, therefore don't let the age worry you, belt drive or otherwise we do our best for all, also our stock of brand new parts one of the largest in England; don't hesitate, write us now for just that part you're stuck for, also overhauls to engines, gear boxes, magdynos, re-build wheels, very good exchange speedometer service £1.5/0 and your old one, this week's tit bit, Norton P.C. pedals 4/- each. [M1128/R]

NOTE addresses. A. Gagg and Sons, 111-117, Alfreton Rd., Nottingham. Tel. 76288. [M1043]

WHITBYS.

WHITBYS OF ACTON, Ltd.—Let us know your requirements, every enquiry dealt with by return; large stocks held for B.S.A., Ariel, Triumph, Norton, Royal Enfield, Matchless, A.S. Sunbeam, Villiers, Burman, Wellworthy, Hoffman, Skfco, Peridax, Amal, Lucas, Renold, Lodge, K.L.G., Terry, etc.—263, Acton Vale, London, W.3. She. 6785. [M1128/R]

GOODALLS.

GOODALLS OF EPSOM—Spares and accessories for all popular makes of motor cycles, tyres, clothing, insurance, etc.

COURS 8.30 to 6.30 p.m.

H5 South St., Epsom. [M1051/R]

H. KNOWLES, M.C. spares

JUST post that worn or broken part to us and let us match same and return per c.o.d. Don't let the age worry you; we cater for old-timers, thousands of gear box spares. Old type S. Archer, Albion, Burmah, B.S.A., etc. Dismantling daily. The Sprocket King of the Midlands. All makes and years of engine, gear box and rear wheel sprockets. Please send patterns to save time.

H. KNOWLES, M.C. Spares, 196, Alfreton Rd., Nottingham. Tel. 77596. Open Sunday mornings. [0535/R]

13 FEBRUARY 1958

THE MOTOR CYCLE

(Supplement xxv) 40

CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE

WORLD'S LARGEST SPARES STOCKISTS



SURPLUS HEADLAMP
FOR
NEW DRIVES
17/3
Post & Pkg. 1/-



NEW MOPED LEGSHIELDS
NEW grey or green
Combinette, Norman
Nippy and Philips
Goldson.
P. & P. 2/6. 22/6

SET OF 3 RING SPARKS
Chrome Vanadium.
Whit. or S.A.E.
9/3.
P. & P. 1/3



U.S.A. PAT. UPLIFT HANDLEBAR
Used but repainted. Patrol.
P. & P. 1/6. 10/6



New Stop and Tail Lamps with Number Plate and Reflector complete
P. & P. 2/- 17/6



NEW ALL-CHROME HEADLAMP
Full light, complete with bolts and leads. Fitted in place of existing lamp holder. Pair
21/-
Post & Pkg. 1/6.



NEW VERAID SCOOTER-SCREEN
With integral visor slit. Universal fitting with adaptation for all makes of Scooters. Complete with Convex Mirrors and Plastic Waterproof Apron. Size of Peugeot 23 x 17 1/2. 25/12/6. P. & P. 4/-. Please state make and model of machine.
VERAID MOPED SCREEN 22/12/6. P. & P. 3/6.
VERAID LIGHTWEIGHT DUAL SEAT. 22/12/6. P. & P. 4/6.



NEW UNIVERSAL CHAIN RIVET EXTRACTOR. List price 10/9. Post & Pkg. 9d. OUR PRICE 10/6
As above but stars sorted. 5/- P. & P. 9d.



NEW MUDGUARDS
4in. Black Enamelled. 7/6
Dressed Fronts.
Rear 10/6. 5in. Black Enamelled. Ribbed 12/6.
Rear with detachable end 15/6. 6in. Dressed Fronts 15/6. Dillo rear with detachable end 10/6. 5in. Sidecar Mudguard 21/6. 6in. Dillo 22/6. Bright Road Competition Guards 4in. Fronts 12/6. 5in. Fronts 14/-. 5in. Rear 18/-. with detachable end 19/6. 6in. Ribbed Dural with stay lug fitted 42/- pair. Lifting handle and stay 9/9. Tubular stays 2/6 each. Post & Pkg. 2/9 each.



RECONDITIONED K-GOVT ENGINES
Klein 16H, 1940-45 12/10-15
Triumph 1940-45 12/10-15
300 H.V. 14/10
Triumph 1940-45 12/10-15
300 H.V. 14/10
Carriage extra.
Post of spares for all the preceding.

TRADE SUPPLIED

895-921 FULHAM RD. LONDON SW6
RENEW 6174 (20 mins)
8.30-6 daily Thurs 1pm

PARTS AND ACCESSORIES

GIFFS OF SOUTH HARROW for spares, repairs, accessories, etc.: everything for the motor cyclist. -368, Northolt Rd., South Harrow. Byron 2484.

ARIEL, Enfield, Francis-Barnett, Triumph, Villiers, Albion, Amal, Burman, Lucas, Mill, pistons and rings all makes from stock by return post; c.o.d. or quotation.

MARSDEN, the Leading Spares Stockists at the North, Hyde Park Corner, Leeds. 6. Tel. 51615. [0238/R]

PUTNEY AUTOS, Ltd.-Full range accessories and spares for all leading makes of machines. Amal and Burman spares, silencers, handbars, lamps, mirrors, crashbars, etc.-265, Putney Bridge Rd., Putney, S.W.15. Tel. Putney 6887. [M1138/R]

CLAUDE RYE, Ltd.-Largest stock of spare parts and accessories in the world; whatever your requirements, save time and money by sending to us first; it's 100 to 1 we have it in stock; anything from a nut to an engine; send s.a.e. for quote.-895-921, Fulham Rd., S.W.6. Remon 6174. [M1105/R]

KIDSON'S-Dismantling Douglas Mk. V. 1951; Ariel 350cc and 500cc, 1939/40; B.S.A. Bantam C10, C11, B31, B33, M20, M21; Excelsior Talisman; P. & M. 250cc, 350cc Norton Dominator 1954, Norton E82, M18, 16H, 1938/40; Enfield 16H Norton crankcase pair 22/-; Enfield frames 23/-; clutch complete 55/-; new B.S.A. M20 rear wheels with bearings 19/- each; Norton rear wheel sprockets 22/6; new B.S.A. Norton and Matchless end assemblies 22/2 each; Amal carburettor 16H from 29/-; new 16H fork girders 11/5 pair; new 16H footchange pedals 4/- each; also large stocks Excelsior, D. gearboxes all at clearance prices; write for quotation.-Dawsons Motors, Shakespeare St., Nottingham. Tel. 41181. [M1072]

DAWSONS offer fully guaranteed engine units: established 35 years.-B.S.A. M20, 214, Norton 16H 12, Ariel 350cc ohv 215, Enfield 350cc sv 23; gearboxes, Norton 25, Triumph, Enfield and B.S.A. 26; Norton kickstart cranks new 17/- each; new 16H Norton petrol tanks 55/-; new 16H Norton crankcase pair 22/-; Enfield frames 23, clutch complete 55/-; new B.S.A. M20 rear wheels with bearings 19/- each; Norton rear wheel sprockets 22/6; new B.S.A. Norton and Matchless end assemblies 22/2 each; Amal carburettor 16H from 29/-; new 16H fork girders 11/5 pair; new 16H footchange pedals 4/- each; also large stocks Excelsior, D. gearboxes all at clearance prices; write for quotation.-Dawsons Motors, Shakespeare St., Nottingham. Tel. 41181. [M1029]

PISTON RINGS, ETC.

BROOKLANDS ENG. Portsmouth Rd., Cobham, Surrey 3005-Martlett pistons and K.E.965 hand-forged valves to pattern on sketch [0060/R]

CLAUDE RYE, Ltd.-1928-1938 motor cycle pistons at below cost price, 1939 up also available; over 50,000 in stock; send s.a.e. quote stating full particulars; order dispatched same day; maximum discount to trade.-895-921, Fulham Rd., London. S.W.6. Remon 6174. [M1105/R]

REAR SUSPENSION

ERIC KENNARD & Co., official Girling distributors, new legs and spares; c.o.d. service; trade and retail.-19, Station Rd., N.3. Finchley 3589. [0350/R]

GIRLING officially appointed distributors; huge stocks of legs and spares; c.o.d. service; trade and retail.-Gus Kuhn Motors, Clapham Rd., London, S.W.9. Bri. 5604 & 9435. [0128/R]

REPAIRS

BRACKPOOLS for all repairs by skilled mechanics, established 35 years.-228, Stanstead Rd., Forest Hill, S.E.23. For. 2585. [0903/R]

NOXALL-London's largest motor cycle frame, fork, sidestand chassis and wheel repairs; stove enamelling, etc.-81a, Hungerford Rd., N.7. North 3060. [0021/R]

L. E. Velocette specialist, repairs and spares, extensive works experience; free collection and delivery.-L. Leach, 120, Heath Rd., Twickenham. Pop. 4835. [0079/R]

ELEANOR MOTORS, Ltd.-Repairs, all makes, Lam-bretta specialists, etc.; accident estimates and repairs.-36, Chatham Place, Hackney, E.8. Amherst 3923. [0248]

ERIC KENNARD & Co., for repairs to all makes, a stove enamelling, frame, forks, chassis and wheel repairs, rebore, etc.-19, Station Rd., N.3. Finchley 3589. [0392/R]

TRIUMPH repairs by Harvey's ensures a first-class job; accident work collected, estimated and repaired in half the time.-Harvey's, 47, South Lambeth Rd., S.W.8. Rel. 5661. [0082/R]

WHEELS repaired, rebuilt, chrome rims and rustless spokes fitted, trade enquiries welcomed.-J. L. Hargreaves, Ltd., incorporating Stevens & Co., 108, London Rd., Manchester, 1. And. 1008. [M1124/R]

FORK and frame repairs; crashed and bent telescopic and girder forks completely serviced; forks rebuilt, also frames, wheels, tanks; dispatch passenger train.-Percival Bros. & Webb, Ltd., 163-4, Catell Rd., Birmingham, 9. [M1097]

GODFREYS, Ltd., have extensive works capable of taking on any size of repair at the following depots: 1, Highgate Rd., Kentish Town, N.W.5. Tel. Gul. 7761. 226-234, Long Rd., Croydon. Cro. 3641. and 416, Romi rd Rd., Forest Gate, E.7. Gra. 1234-5. [M1052/R]

A. E. OLIVER, late chief frame builder to Brough Superior motor cycles; all makes, frames, fork, wheel and chassis repairs; tele. forks and crash work a specialty; 35 years' experience; trade enquiries invited.-43-45, Alfreton Rd., Nottingham. Tel. 72069. [0601/R]

J. A. LOCK OF EDMONTON for your insurance repairs; carcases arranged and estimate issued same day, minimum delay in completion; specialists in telefork repairs; our large workshop open for inspection.-J. A. Lock, Ltd., 68, Fore St., Edmonton, N.18. Tel. Edmonton 5269. [M1197/R]

CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE

CLOTHING BARGAINS

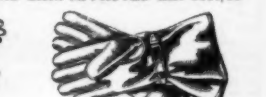
BRAND NEW SAFETY HELMETS



CESTURION	52/-
SLAZERION, Type A	79/6
EVEROAK, STANDARD	52/6
CROWWELL, KNOX	52/6
AVIAK	50/6
CORKER	65/-
SKULLARDE	52/-
EVEROAK CORK	51/-
SLAZERION PREMIER	55/-
LYCETTE	60/-

Post & Pkg. 2/3

NEW STANDARD B.S.I. APPROVED B.S. 2001/56



NEW WHITE SILK FINER GLOVES, pair
P. & P. 2/- 5/6

NEW GAUNTLET GLOVES AT GREATLY REDUCED PRICES

Chrome Leather Gauntlets, pair 17/6
Sheepskin Gauntlet Gloves and Mitts, pair 22/6
Leather Gauntlet Mitts, pair 27/6
Leather Gauntlet Mitts, pair 35/-, 45/- Post & Pkg. 2/-

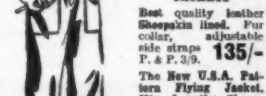


NEW IMPROVED MARK VIII FLYING GOGGLES

Clear, wide vision non-splint safety lenses, soft leather facepiece. Boxed
25/-

Post & Pkg. 1/3 pair.

FREE INSURANCE with every pair.

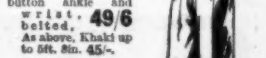
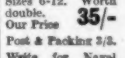


NEW EX-NAVAL TOF BOOTS

Exceptional quality genuine leather uppers, very thick real leather soles and heels. Finest protection in all weathers. Sizes 6-12. Worth double.
Our Price 35/-

Post & Packing 3/3.

Write for Naval Boot Leaflet.

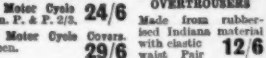
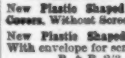


NEW EX-W.D. 1-PIECE FLIGHT DECK SUITS

Blue, Double Texture, full length zip, button ankle and wrist.
49/6

As above, Khaki up to 6ft. 6in. 45/-

Post & Pkg. 2/9.



NEW PLASTIC SHAPED MOTOR CYCLE COVERS, Without Screen. P. & P. 2/3.

NEW PLASTIC SHAPED MOTOR CYCLE COVERS, With envelope for screen. P. & P. 2/3.

NEW SHAPED BOOSTER OR MOTOR CYCLE COVERS, Heavy Quality Plastic, Suitable for all makes, with envelope for screen. P. & Pkg. 2/9.

24/6

29/6

37/6

NEW WATERPROOF OVERTROUSERS

Made from rubberised Indian material with elastic waist. Pair
12/6

Post & Pkg. 1/9.

As above double texture material. 21/-

P. & P. 2/-

895-921 FULHAM RD. LONDON SW6

RENEW 6174 (20 mins)

8.30-6 daily Thurs 1pm

★ **PURE WOOL SWEDISH RED CROSS SLEEPING BAGS**



Brand new Government stock. Completely airtight full length on one side not especially tipped across the chest and around the head, which is held rigid with flexible stays that fold flat when packed. They must have cost a lot to make. These famous sleeping bags, comfortable to an amazing degree, are without doubt the finest model ever made and we offer them at a cost of less than the wool content! Send for one and see for yourself, on money back guarantee. Only 18/11. Post, etc. 3/1. Folds up neatly for easy transportation. Full length and width, accommodates any size person. Send quickly or callers welcome. LISTS. TENTS, BINOCULARS, WATCHES, ETC. TERMS.

ONLY 18/11
POST ETC. 3/1

★ **BRAND SPANKING NEW! ALL LEATHER ARMY BOOTS**



Sizes 6 up to 14 inclusive. The greatest Ex-Military Army Boot offer ever made! Brand spanking new, super quality, uncut leather and all leather materials. Made specifically for hard wear in all conditions to full Govt. specification, therefore there can be no harder wearing boot, irrespective of price. A tremendous parcel enables us to offer at this silly price of 19/6. post, etc. 2/6. Money back guarantee if not worth trouble. **BARGAIN LIST OF CLOTHING, FOOTWEAR, WATCHES, RINGS, JEWELLERY, BINOCULARS, TENTS, ETC. TERMS.**

ONLY 18/6
PAIR
POST ETC 2/6

★ **MODERN BRAND NEW EX-MINISTRY COLONIAL FLYING GAUNTLET GLOVES**



Made of RICH WARM SOLID LEATHER, lined for warmth to the fingertips they will wear and wear. The ferrule reinforced stitching will not split or tear under tremendous strain. The leather is waterproof and amazingly supple and sensitive to the fingers enabling perfect control of instruments. The sides of the fingers are gusseted, fully fleece lined, and the shaped gauntlet cuff is also gusseted for easy drawing over the sleeve. Ideal Motorists, Motor Cyclists and for every outdoor use. Don't miss this genuine Govt. bumper surplus offer. Only 9/6. Post, etc. 1/6. Other's Brand New Brown D.R. Boots, sizes 6, 7, 11 and 12, 42/- Post 3/6.

ONLY 9/6
POST ETC 1/6

HEADQUARTER & GENERAL SUPPLIES LTD.

(Dept. MC 82) 196/200, Coldharbour Lane, Loughboro' Junction, London, S.E.5 Open all day Sat., 1 p.m. Wed.

FRED FEARNLEY LTD

LONDON
742 LEA BRIDGE ROAD, LEYTON, E.17
MANCHESTER
692/4 ASHTON OLD ROAD, OPENSHAW, 11

BARGAINS THIS WEEK

AMBAADOR, 1955, 197 c.c., d.j.eat, firesta, w/cera. 90 cns.
R.E.A., 1953, 250 c.c., p.h.b. rots, panna, l/shields. 50 cns.
R.E.A., 1953, 250 c.c., d.j.eat, w/cera, perfect. 70 cns.
R.E.A., 1953, 600 c.c., M.31 and brand new G/A w/cera and chassis complete, perfect for any family man. 150 cns.
LANDRETTA, 1955, 150 c.c., dual colour blk./grey, panna. 110
N.S.U., 1955, 98 c.c., 4-vel. M/Cycle. As new. 85 cns.
TRIUMPH, Tiger 110, 1945, Pairing w/cera. Perfect order 13rd deposit, balance 12, 15 or 24 months. 50 cns.
HUNDREDS OF NEW AND RECONDITONED MACHINES.
J. AUSTIN & SONS LTD.
139-155, HIGH STREET, HARLESDEN, H.W.10 ELOar 5747

SILENCERS AND EXHAUST PIPES

BLAYS OF TWICKENHAM, Ltd. for exhaust pipes and motor cycle spares.—192, Heath Rd., Twickenham. [0368/R]
EXHAUST pipes, in best chrome, made to pattern, from 30/-.—Technical Tubes, Ltd., Longham, Dorset. [7199]
BURGESS, the original straight-through silencer. Immediate delivery of replacements to fit every make, model year, order through your dealer; trade enquiries invited.—Burgess Products, Ltd., Hinckley, Leicestershire. Hinckley 700. [0039]
CLAUDE RYE, Ltd.—Silencers and exhaust pipes. Largest stock in England; silencers from 7/6, exhaust pipes from 19/6, postage extra; write for quotation of type required; trade supplied.—895-921. Fulham Rd., S.W.6. Renown 6174. [M1105/R]

SPEEDOMETERS

CLAUDE RYE, Ltd.—All types of speedometers and accessories in stock; exchanges; send s.a.e. for quote.—895-921. Fulham Rd., S.W.6. Renown 6174. [M1105/R]
"SMITH" Chronometric type, repaired 35/-, exchange unit 39/6, flexible drives for all makes stocked, trade and retail.—Auto Tempo Meter Co., 140-2, Kings Cross Rd., London. W.C.1. Terminus 0633. [0231/R]

TANKS, ETC.

PERCE RYE, Ltd.—Petrol tanks; tanks repaired and re-sprayed.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]
CLAUDE RYE, Ltd.—Your tank resprayed maker's colours; s.a.e. for quote.—895-921. Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]
MALCOLMS, tank specialists: £2/10 stove enamel lining and lining, originality guaranteed; all tank reconditioning; 1,000 service tanks.—Malcolms (Enamelers), Monmore Green, Wolverhampton. [0175/R]
PETROL tanks, repairs, dents removed, chromium plating, enamelling and lining to original finish; 500 reconditioned pressure-tested tanks in stock for immediate exchange for most post-war models; tank leaking? Don't lay up the bike, we loan tanks to hard riders; transfers 2/5 pair, post free; write for free enamelling lists.
JACK NICE, 129, Grove Rd., Walthamstow, E.17. Coppermill 1950; close to Baker's Arms. [0575/R]

TECHNICAL TRAINING

A.M.I.M.I., City and Guilds A.M.I.Mech.E., etc., on "No pass no fee" terms, over 90% successes; for details of exams and courses in all branches of auto, aero, mechanical eng., etc., write for 144-page handbook free.—B.I.E.T. (Dept. 729), 29, Wright's Lane, London, W.8. [0140/R]

TRANSFERS

CLAUDE RYE, Ltd.—Tank transfers, most makes in stock 2/6 pr. post 4d; number plate transfers 2/6 set, post 4d; Union Jack 4x3in, 2/6 pr. post 4d; fixing solution with instructions, 1/6 post 4d.—895-921. Rd., London, S.W.6. Renown 6174. [M1105/R]

WATERPROOF COVERS

SHAPED solo covers, brand new ex-Government, in 100s green, rot, water and tearproof cotton duck, fitted with rear reflector, will completely cover largest machine, price 25/-, p. & p. 2/6.—H. C. Briggs, 88, Forest Rd., London, E.17. Larkwood 2705. [0179/R]
MOTOR cycle covers, green canvas, complete with reinforced eyelets and ropes, etc., solo 8ftx6ft 30.6, comb. 9ftx9ft 49/- with windscreen pocket 12/6 extra, post paid; 9ftx6ft with pocket for scooter 47/- each; shaped scooter covers, 6x10/6; please state make and model when ordering.—Henry Brady, The Waterproof Canvas Specialists, 265, Glossop Rd., Sheffield. [0484/R]

WHEELS, TYRES AND TUBES

WE stock every size remould, part-worn tyres for car, lorry, tractor and motor cycle.
EASY payment terms available on new and remoulds; send us your requirements, we will quote you by post.
NO charge for fitting. Open 8.30 a.m.-6 p.m. weekdays 10 a.m.-1 p.m. Sundays (Tooting Depot only).
TOOTING TYRE SERVICE, Ltd., 648-656 & 660a, Garratt Lane, Tooting, S.W.17 and 27, Greenwich South St., S.E.10. Tel. Wimbledon 7089 and 8275. Greenwich 5195. [0235/R]
PRIDE & CLARKE—New and remould tyres; easy terms.—158, Stockwell Rd., S.W.9. Brixton 6242. [M1098/R]
PERCE RYE, Ltd.—Hundreds of S/H wheels. Open Sundays 10-1.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

WHEEL REPAIRS

WIRE wheels repaired and rebuilt, stove enamelled; chrome plate, etc.—West London Repair Co., Ltd., 59, High St., Wimbledon 6316-7. [0153/R]
ELEANOR MOTORS—Wire and pressed wheels rebuilt and retuned, new rims, etc.; 24-hour service.—269, Mare St., Hackney, E.8. Amherst 3923. [0247/R]

BUSINESS AND PROPERTY

EAST DEVON—Motor cycle and cycle business with freehold premises, 30 years; main agencies; no opposition; good living accommodation and central position in market town.—Box 4225. [7178/R]

THE BIGGEST BARGAIN EVER
Limited quantity of: **BRAND NEW PARKAS**



With detachable super quality WOVEN LAMB FUR LINING. Made in smart Olive Green superlative proofed cotton poplin. Does not cause condensation. Designed to allow maximum freedom of movement. With zip and button overlap and four handy pockets.
P. & P. 3/6 **£5-15-0**

SPECIAL PURCHASE OF GENUINE U.S.A. RUBBER OVERBOOTS



To be worn over your shoes. Super quality, sturdy, overboots to keep out RAIN, MUD, SLEET. EASY to put on with clips. Not sew but in perfect condition. **DON'T MISS THIS BARGAIN!!!**
P. & P. 2/6 **9/11**

UNREPEATABLE BARGAIN ROYAL NAVY 2-PIECE WATERPROOF SUITS



An ideal garment for Flying, Scooter or Motor Bike. Made in blue/grey Ventile Cloth (the waterproof cloth that breathes) of the highest specification, fully self-lined with zip and flap, four spacious stud pockets and zip-in hood. Will wear for years and years. Worth £20. Not new but in **59/11** Grade I condition. State series. P. & P. 3/6

ABSOLUTELY STORMPROOF Heavy double-breasted Motorised POLICE MACS



In extra strong, double texture Navy waterproof material with belt, leg-straaps and wind-cuffs. Not new but in excellent condition.
P. & P. 2/3 **52/6**
Also Grade I Police Leggings 12/6 P. & P. 1/6

Cash, Cheque or P.O. with order. C.O.D. 1/- extra. Satisfaction or money refunded.
NORTHERN MAIL ORDER CO.
(Dept. G.M. 329), 152 LEITH WALK, EDINBURGH.

GREAT END-OF-SEASON CLEARANCE SALE NOW IN PROGRESS AT ALL PANKHURST DEPOTS

WEYMOUTH, PARKSTONE, YEovil, SALISBURY, PORTSMOUTH, FLYMOUTH, LANGPORT, TAUNTON, BRISTOL.

INSURANCE REPAIR SPECIALISTS
24 HOUR SERVICE



J.A. Lock LTD
DISTANCE NO OBJECT
46 FORD STREET
EDMONTON, N.18
EDMONTON 5249

SPARES for your Royal Enfield

Full stocks W.D. & Post War. Service Units, Repairs.
YOUNG'S MOTOR STORES
29/32 TOOTING BEC RD., LONDON, S.W.17
Tel: Balham 7791 Hours: 9-6: Wed. 1 o'clock

NEW TYRES

(sizes 2.75 or 3.00)

5/-

DOWN

and 5/- weekly

Don't take risks this winter. Replace those worn tyres NOW! New tyres are safer. And a new tyre deserves a new tube (if it's a new one). Please state second choice of make Dunlop, Firestone, Michelin. We send anywhere. For quick delivery just send 5/- down, state size and type, give your age and PRINT your name and address.

(We also sell ALL other sizes on easy terms. For quickness write NOW enclosing a deposit).

G. A. TYRES

(HEF), 42 GT. CAMBRIDGE ROAD, LONDON, N.17

DANS

of SHEFFIELD for 3 WHEELERS

DAN BRADBURY (MOTOR CYCLES) LTD.

124-230 LONDON ROAD, SHEFFIELD 2 - Tel. 53446

BOND · A.C. · RELIANT

SITUATIONS VACANT

SKILLED Mechanic required, call or write, George Grosse, Ltd., Ludgate Circus, London, E.C.4. [0181]

FIRST-CLASS motor cycle salesman, must be experienced; good salary and commission (Middlesex, just west of London).—Box 4313. [7207]

SKILLED motor cycle mechanics required, high rates and good conditions.—L. Stevens, Ltd., 147-151, Goldhawk Rd., Shepherds Bush, W.12. She. 1154-5. [M1151]

VACANCY occurs for a first-class salesman, excellent opportunity for real live man; payment by results plus salary.—Tel. Manager Can. 2021. [M1104]

JUNIOR salesman required with knowledge of motor cycles, previous sales experience not essential, but an asset.—Apply Fred Warnell (Motors), Ltd., 46-48, Chingford Mount Rd., Chingford, E.4. [7200]

ASSISTANT trainee stock-keeper required; sound training given in sales stock control; knowledge of motor components; applicants must be keen, and with clean driving record motor cycle or scooter.—Tel. Arc. 4148. [7192]

MECHANIC for motor cycles and scooters required by Putney Autos, Ltd., responsible position with good prospects of promotion.—Write or telephone for interview, Manager, 263, Putney Bridge Rd., S.W.15. Putney M1186.

O'NEILL BROS., Ltd., require skilled workshop staff; applicants must have a minimum of 3 years' experience; opportunities for the right men, half day Saturdays; all letters answered.—Write full details: 270-272, West Hendon Broadway, N.W.9. [M1179]

WANTED, manager to take charge of wholesale warehouse, specializing in motor cycle accessories and sports clothing; London area; fullest particulars, as all applications will be treated with the strictest confidence.—Box 4228. [7181]

FOR SERVICE & SATISFACTION

E. S. LONGSTAFF LTD.

108 HIGH ROAD, SOUTH WOODFORD, and 63 NEW ROAD, EDMONTON, N.9.

BUC 369
EDM 6163

*For winter protection
For improved appearance*



- * Superbly made in Matching Colours
- * Laminated Fibre Glass
- * Fitted easily in ten minutes

*From all leading
Motor Cycle Agents*

ACCESSORIES (MIDLAND) Ltd.

Accessory House, Birmingham 17 Wholesale only

BRITISH SEAGULL

"The Best Outboard Motor for the World"

THE BRITISH SEAGULL CO., LTD., FLEETS BRIDGE, POOLE, DORSET

TEL: POOLE 1651



B.S.A.

MANCHESTER

Alex Parker,
51-53, Pallatine Road, Northenden.
Phone: Wykehouse 2062

DOUGLAS VESPA

MORDEN, Surrey

Leda Scooters,
11, Morden Court Parade.
Phone: Mitcham 4406

EXPRESS

LONDON, E.C.2

STUART & PAYNE LTD.,
4, Broad Street Place.
Phone: LONDON Wall 3146

MOTOR CYCLE AND SCOOTER SPARES STOCKISTS

Mail order or C.O.D. by Return

LAMBRETTA

MORDEN, Surrey

Leda Scooters,
11, Morden Court Parade.
Phone: Mitcham 4406

PANTHER

LEWISHAM, S.E.13

Jolly & Knott,
28, Louisa Hill.
Phone: Tilbury 4261

PEUGEOT

MORDEN, Surrey

Leda Scooters,
11, Morden Court Parade.
Phone: Mitcham 4406

TRIUMPH

LONDON, W.6

F. Freeman (Hammersmith), Ltd.,
95, 94, 96, Hammersmith Bridge Rd.
Phone: Riverside 2267

TRIUMPH

SOUTHEND-ON-SEA

Tickets Spares Ltd.,
29, Queen's Road.
Phone: Southend-on-Sea 44939

ROYAL ENFIELD

CHISWICK, W.4

E.S. Motors, Ltd.,
300-317, 321-325, High Road.
Phone: Chiswick 2346

VESTING PESETTA

LONDON, E.C.2

STUART & PAYNE LTD.,
4, Broad Street Place.
Phone: LONDON Wall 3145

VILLIERS

LEICESTER

Bruce Lewis, Ltd.,
17, Harborough Road.
Phone: 3280

LONDON (New Malden)

Moctens Motor Works, Ltd.,
Shannon Corner, Kingston-BY-Pass.
Phone: Malden 3110



WHEREVER YOU MAY LIVE

OUR SPARES STORES



are as close as YOUR NEAREST POST BOX

24 HR. C.O.D. SERVICE

BSA SUNBEAM AMAL

THE COVENTRY MOTOR MART LTD.
LONDON RD. COVENTRY

Phone: COVENTRY 2146/7 Dept. 7.

BUTLER MOULDED LAMINATES

WindsLow (illus.) 105/- complete



128, SANDRINGHAM ROAD, LONDON, E.8

Send S.A.E. for full details.

'WESLITE' FAIRINGS

TOURING £7.19.6

SPORTS £7.12.6

LIGHTWEIGHT £7.19.6

Complete with fittings and in makers' colours.

Obtainable from dealers or direct from

WESTPOLE MOTORS LTD.

Glass Reinforced Plastics Division
89 BRAMLEY RD., LONDON, N.14. PAL 8331

BRAND NEW EX-W.D. DISPATCH RIDERS' BOOTS

Suitable for Motor Cyclists, Farmers, Transport Drivers, etc. Selected quality Black grained Leather. 3-strap top. Block Toe-cap. Heavy butt leather soles. Height 15 inches. Sizes 6, 7, 8, 10, 11 and 12. Complete with laces. Black only.

39'11

Plus 2/6 P.P.

LEEDS ARMY & NAVY STORES
34-38 QUEEN VICTORIA STREET, LEEDS, 1. Tel 26337



BATLEY

THE MOTORCYCLIST'S GARAGE



WITH EXCLUSIVE ROOF DESIGN

8' 4" x 8' 3"

£41

An easy to erect portable concrete garage, which can be extended at any time to take a motor car. No foundation required. Available with hinged or 'Up & Over' Doors. No maintenance required. Attractive deferred terms available.

5 YEARS FREE FIRE INSURANCE

Write for FREE Brochure to:

ERNEST BATLEY LTD., 57 Colledge Road
Holbrooks, Coventry. Telephone: 87461

TANKS!

FOR FULL DETAILS SEE CLASSIFIED COLUMN "TANKS" HEADING

Dents Removed, Enamelling, Lining, Bonderising, Chroming and Tank Exchange Service

MALCOLMS (ENAMELLERS)
Monmore Green, Wolverhampton

INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE
Accessories (Midland), Ltd.	42	G. A. Tyres	42	Naylor & Root, Ltd.	24
Ariel Motors, Ltd.	3	Girling, Ltd.	Cover iv	Northern Mail Order Co.	41
Austin, J., & Sons, Ltd.	41	Glanfield Lawrence, Ltd.	8	Norton Motors, Ltd.	Cover i
		Godfrey's, Ltd.	8	Nuagane Products, Ltd.	9
		Gre-Solvent Co.	11		
Matley, Ernest, Ltd.	43	Grose, George, Ltd.	33	Pankhurst (Weymouth), Ltd.	41
Belstaff Manufacturing Co., Ltd.	1	Grose, James, Ltd.	9	Pride & Clarke, Ltd.	16, 17, 18, 19, 33, 35, 36, 37 & 38
Bradbury, Dan (Motor Cycles), Ltd.	42	H. & L. Motors, Ltd.	27		
Brett, Jack, Ltd.	39	Headquarter & General Supplies, Ltd.	41	Rye, Claude, Ltd.	Cover iii, 29, 30 & 40
British Seagull Co., Ltd., The	42	Hepworth & Grandage, Ltd.	14		
B.S.A. Motor Cycles, Ltd.	2	H.J.S. Manufacturing Co., Ltd.	13	Shell & B.P., Ltd.	4 & 7
Butler Moulded Laminates	43	Isle of Man Publicity	Cover ii	Smith, Reginald (Motor Cycles), Ltd.	34
Camden Motor Cycles	32	Jeff Stores, Ltd.	13		
Cheshire Car Circuit	9	Jordans of Hull	28	Taylor Matterson, Ltd.	32
Clarke, George, Motors, Ltd.	21 & 23	Joy, Ed., & Sons, Ltd.	11	Terry, H., & Sons, Ltd.	7a
Comerfords, Ltd.	22	King's Motors (Oxford), Ltd.	15	Two-Stroke, Ltd.	33
Coventry Motor Mart, Ltd., The	43	Kingsway Motors	31		
Cowie, T., Ltd.	38	K.L.G. Sparking Plugs	15a	Vero, Everitt W., & Co., Ltd.	13
D.K.R. Scooters, Ltd.	Cover ii	Leeds Army & Navy Stores	43	Wakefield, C. C., & Co., Ltd.	5
Dunkley Motors	10	Lewis, D., Ltd.	12	Watsonian Sidcars, Ltd.	11
		Lock, J. A., Ltd.	41	Way, Raymond, Motors, Ltd.	28
Elgar Sheet Metal Works, Ltd., The	38	Longstaff, E. S., Ltd.	42	Westpole Motors, Ltd.	43
Elite Motors (Tooting), Ltd.	25 & 26	Malcolms (Enamellers)	43	Whitbys of Acton, Ltd.	20
E.S. Motors, Ltd.	32	Marble Arch Motor Supplies, Ltd.	14	Whyman, S. H., Ltd.	6
		Metal & Plastic Compacts, Ltd.	Cover ii		
Fearnley, Fred, Ltd.	41	Munday, T. C., & Co., Ltd.	33	Young's Motor Stores	41

Printed in Great Britain for the Publishers, LITTON & BROS LTD., Direct House, Stamford Street, London, S.E.1, by CORNWALL PRESS LTD., Paris Garden, London, S.E.1. The Motor Cycle can be obtained abroad from the following: AUSTRALIA: Gordon & Gosh, Ltd.; INDIA: A. H. Wheeler & Co. CANADA: The Wm. Dawson Subscription Service, Ltd.; GORDON & GOSH LTD. SOUTH AFRICA: Central News Agency, Ltd.; Wm. Dawson & Sons (S.A.), Ltd. UNITED STATES: Eastern News Co., 398 West 11th Street, New York 14.

13 FEBRUARY 1958

THE MOTORCYCLE

iii

BARGAIN
OF THE
WEEK

"IT'S A BETTER BUY FROM CLAUDE RYE"

OVER 1,000 USED MOTORCYCLE BARGAINS ALWAYS IN STOCK

Every machine in our list apart from being in tip-top condition is **£££** below actual value and every machine at **£50** and over is backed by our 3 months' guarantee. You can order by post in absolute confidence. We have sold over 50,000 Motorcycles to postal customers all over the country and only by giving 100 per cent. satisfaction has this been achieved. Send **£5** to reserve your choice or build up your deposit by sending us weekly or monthly payments. Terms: 1/3rd deposit. 24 months to pay. 10 minutes' Ride-away Service to callers. 24-hour Postal Service. Cover against accident, sickness and unemployment arranged. Free driving tuition. **EXCHANGES. WRITE TODAY FOR OUR MARVELLOUS NEW LIST OF USED MOTORCYCLE BARGAINS.**

SOLOS		Cash Price
A.J.S. '49, 350 O.H.V. teles., dual seat, Bargain.....	£85 10	
A.J.S. '52, 500 swinging arm, dual seat, Attractive.....	£89 10	
A.J.S. '53, 500 swinging arm, dual seat, Nice cond.....	£95 10	
A.J.S. '54, 500, swinging arm, 1 owner. Really nice.....	£129 10	
A.J.S. '53, 500 Twin, sv. arm, dual seat, etc.....	£138 10	
ARIEL '52, 350 Red Hunter, spr. frame, d/seat, c/bars.....	£85 10	
ARIEL '53, 500 O.H.V., spr. frame, dual seat, etc.....	£89 10	
ARIEL '52, 500 Twin, spr. frame, d/seat, Attractive.....	£89 10	
ARIEL '53, 350 R. Hunter, spr. frame, d/seat, Bargain.....	£89 10	
ARIEL '53, 500 O.H.V., s/frame, d/seat, alloy engine.....	£103 10	
ARIEL '54, 500, alarm, d/seat, legshields, Attractive.....	£133 10	
ARIEL '55/56, 350 R. Hunter, s/arm, screen, Attract.....	£133 10	
ARIEL '55, 500 Twin, s/arm, dual seat, Attractive.....	£149 10	
AMBASSADOR '54, 250, s/arm, dual seat, leg shields.....	£89 10	
B.S.A. '52, 125, spr. frame, dual seat, screen.....	£45 10	
B.S.A. '47, 350 O.H.V. teles., dual seat, Real snip.....	£49 10	
B.S.A. '54, 125, spr. frame, c/bars, pillion, Nice cond.....	£57 10	
B.S.A. '52, 350 O.H.V., spr. frame, d/seat, Attractive.....	£85 10	
B.S.A. '54, 250 C101, spr. frame, d/seat, Real Bargain.....	£89 10	
B.S.A. '50, 350 R32, spr. frame, d/seat, Bargain.....	£89 10	
B.S.A. '55, 150 Mall, spr. frame, dual seat, etc.....	£89 10	
B.S.A. '50, 500 G. Riar, s/frame, magdyno, Attract.....	£79 10	
B.S.A. '52, 350 O.H.V., spr. frame, dual seat, etc.....	£85 10	
B.S.A. '54, 350 O.H.V., spr. frame, 4 speeds, dual seat.....	£85 10	
B.S.A. '52, 500 O.H.V., spr. frame, pili., attractive.....	£89 10	
B.S.A. '55, 250 O.H.V., s/frame, 4 speeds, dual seat.....	£89 10	
B.S.A. '53, 350 O.H.V., spr. frame, teles., dual seat.....	£89 10	
B.S.A. '51, 500 s/frame, d/seat, Attract. machine.....	£109 10	
B.S.A. '53, 500 810, s/frame, d/seat, Really nice.....	£119 10	
B.S.A. '54, 500 O.H.V., sv. arm, dual seat, etc.....	£129 10	
B.S.A. '53, 650 G. Flash, spr. fr., d/seat, Nice cond.....	£129 10	
B.S.A. '57, 250 alarm, legshields, Super condition.....	£138 10	
B.S.A. '55, 350 R31, swinging arm, dual seat, as new.....	£149 10	
B.S.A. '54, 650 A10, s/arm, dual seat, attractive.....	£149 10	
B.S.A. '53, 650 G. Flash, s/arm, dual seat, etc.....	£159 10	
B.S.A. '57, 350 R31, swinging arm, dual seat, as new.....	£169 10	
DOUGLAS '50, 350 Twin, dual seat, Real snip.....	£89 10	
DOUGLAS '54, 350 Twin, dual seat, spring frame, etc.....	£99 10	
ENFIELD '52, 150 Ensign, teles., spring fr. Bargain.....	£45 10	
ENFIELD '56, 150 s/frame, dual seat, low mileage, Sup.....	£89 10	
ENFIELD '53, 350 O.H.V., teles., d/seat, Attractive.....	£75 10	
ENFIELD '57, 150 Ensign, s/frame, dual seat, As new.....	£85 10	
ENFIELD '54/55, 350 O.H.V., teles., dual seat, Bargain.....	£89 10	
ENFIELD '53, 500 Twin, swinging arm, dual seat, etc.....	£119 10	
ENFIELD '53, 500 Bullet, s/arm, dual seat, etc.....	£89 10	
ENFIELD '54, 500 Bullet, s/arm, dual seat, etc.....	£119 10	
ENFIELD '56, 350 Bullet, swinging arm, dual seat, etc.....	£119 10	
ENFIELD '56, 350 Bullet, swinging arm, dual seat, etc.....	£139 10	
ENFIELD '57, 500 Twin, only 1,500 miles.....	£209 10	
EXCELSIOR '54, 88 Comet, speedo, s/frame, dual seat.....	£89 10	
F. BARNETT '55, 197 swinging arm, dual seat, etc.....	£89 10	
F. BARNETT '55, 225 Cruiser, swinging arm, Attract.....	£89 10	
F. BARNETT '56, 197 swinging arm, leg shields, panna.....	£105 10	
INDIAN '54, 340 S.V., teles., dual seat, etc.....	£89 10	
INDIAN '56, 350 S.V., swinging arm, dual seat, etc.....	£89 10	
JAMES '50, 88 c.c. Comet, spr. frame, Real bargain.....	£49 10	
JAMES '52/53, 197 teles., spr. frame, pillion, battery.....	£58 10	
JAMES '50/7, 88 c.c. Comet 1 owner. Excel. cond.....	£89 10	
JAMES '55, 197 swinging arm, dual seat, etc.....	£89 10	
MATCHLESS '52, 350 O.H.V., teles., dual seat, snip.....	£49 10	
MATCHLESS '50, 500 O.H.V., teles., dual seat, c/bars.....	£89 10	
MATCHLESS '51, 500 Twin, sv. arm, d/seat, Bargain.....	£109 10	
MATCHLESS '53, 350 sv. arm, dual seat, Attract.....	£109 10	
MATCHLESS '57, 500 G. Twin, Really super.....	£215 10	
NORTON '53, 500 R32, s/arm, dual seat, Absolute best.....	£119 10	
NORTON '55, 500 Mod. 88, sv. arm, Ex. condition.....	£169 10	
NORTON '56, 500 R32, sv. arm, legshields, ex. cond.....	£165 10	
NORTON '56, 500 Mod. 88, s/arm, dual seat, Nice condition.....	£169 10	
NORTON '57, ESR2, only 900 miles, Super.....	£199 10	
NORTON '56, 500 Model 99 Twin, Really nice.....	£205 10	
P. & M. '49, 250 O.H.V. teles., 4 speed, pillion.....	£45 10	
P. & M. '51, 350 O.H.V., teles., dual seat, Attract.....	£89 10	
P. & M. '56, 250 sv. arm, dual seat, As new.....	£135 10	
ROX '55, 225 swinging arm, dual seat, Really nice cond.....	£89 10	
SUNBEAM '49, 500 88 Twin, dual seat, panniers.....	£75 10	
SUNBEAM '52, 500 88 Twin, dual seat, Attract.....	£109 10	
SUNBEAM '53, 500 87 of lux. pillion, Attractive.....	£125 10	
SUNBEAM '51, 500 88 Twin, dual seat, s/frame, Barg.....	£89 10	
TRIUMPH '49, 500 speed Twin, pillion, Attractive.....	£89 10	
TRIUMPH '54, 150 Terrier, spr. frame, dual seat, etc.....	£75 10	

SOLOS		Cash Price
TRIUMPH '51, 350 Twin, s/hub, dual seat, Bargain.....	£79 10	
TRIUMPH '55, 500 Cub, spring frame, d/seat, Attract.....	£89 10	
TRIUMPH '51, 500 Thibial, sprung hub, dual seat.....	£99 10	
TRIUMPH '56, 200 Cub, dual seat, spr. frame, etc.....	£105 10	
TRIUMPH '52, 500 Tiger 100, spr. hub, dual seat, etc.....	£109 10	
TRIUMPH '53, 500 810, spr. hub, dual seat, c/bars, etc.....	£125 10	
TRIUMPH '56, 500 Twin, sv. arm, crash bars, panna.....	£115 10	
VELOCEITE '50, L.E. Twin, Exceptional condition.....	£89 10	
VELOCEITE '51/2, 350 MAC, teles. Really nice.....	£89 10	
VELOCEITE '52, L.E. 200 Twin, screen, panniers.....	£89 10	
VELOCEITE '55, 500 M88, s/arm, dual seat, Nice.....	£139 10	
VELOCEITE '57, 500 M88, low mileage, Spotless.....	£139 10	
ZUNDAPP '56, 200 c.c. teles., sv. arm, dual seat.....	£129 10	
ZUNDAPP '57, 200 pivot front forks. As new.....	£149 10	

COMBINATIONS		Cash Price
AMBASSADOR '55/56, 225 Supreme, dual seat, swinging arm, Watsonian Windor lightweight sidecar.....	£125 10	
ARIEL '51, 350 O.H.V., dual seat, etc., Swallow coupe sidecar, Attractive snip.....	£79 10	
ARIEL '50, 500 O.H.V., teles. pillion, screen, Garrard 2-outlet sidecar, Real bargain.....	£99 10	
ARIEL '51, 600 S.V., spring frame, pillion, etc., 2 water saloon sidecar, Real dependable bargain.....	£106 10	
ARIEL '55/56, 600 S.V., sv. arm, dual seat, w/screen, Watsonian 2-seater saloon sidecar, with brake.....	£215 10	
B.S.A. '46, 500 S.V. (not W.D.), dual seat, screen, 2 seater saloon sidecar, Real snip.....	£49 10	
B.S.A. '49, 500 O.H.V., teles., pillion, etc., 2 seater saloon sidecar, Real snip.....	£89 10	
B.S.A. '53, 650 Golden Flash, s/frame, d/seat, new Canterbury 3-seater saloon body, B.S.A. chassis.....	£179 10	
ENFIELD '51, 500 O.H.V., teles., pillion, etc., 2 seater saloon sidecar, Dependable outfit.....	£119 10	
JAMES '55, 225 s/arm, dual seat, screen, Watsonian 2-outlet lightweight sidecar.....	£129 10	
MATCHLESS '51, 500 O.H.V., sv. arm, dual seat, attractive saloon sidecar, dependable outfit.....	£129 10	
MATCHLESS '53, 500 G. Twin, s/arm, dual seat, late Swallow Jet 80, Attractive outfit.....	£199 10	
NORTON '48, 500 O.H.V., spr. frame, dual seat, etc., late Streamline 2-seater saloon sidecar, Snip.....	£89 10	
NORTON '51, 500 Twin, spr. frame, pillion, Watsonian 2 seater saloon sidecar.....	£119 10	
NORTON '55, 600 O.H.V., swinging arm, dual seat, new Streamline 2 seater saloon sidecar.....	£209 10	
SUNBEAM '50, 500 87 of lux twin, spring frame, Watsonian 2 seater saloon sidecar, Bargain.....	£125 10	

THIS COUPON IS WORTH MONEY!

NAME.....
ADDRESS.....
(M).....
I HAVE A USED MACHINE I WOULD LIKE TO SELL.
PART EXCHANGE.
MAKE..... YEAR..... MODEL.....
S.V. or O.H.V..... Spr..... Rigid.....
Solo or Comb..... c.c.....
Make of a car..... City or W.D.....
Dyna..... Tele..... F change..... Coil.....
Girder..... Mileage..... Appearance.....
Colour..... Con. of tyres..... I require £.....

HOURS OF BUSINESS: 8.30 a.m. to 6 p.m. THURSDAYS 1 p.m.
NEAREST UNDERGROUND STATION, PUTNEY BRIDGE.
BUSES 16 and 96 PASS THE DOOR.

BRAND NEW 1958
CANTERBURY
AVENGER Mk. 2 DOUBLE ADULT SALOON BODY
FITTED TO 1951 500 c.c. SPEED TWIN
TRIUMPH
ONLY **£145.10.0** COMPLETE
TERMS 1/3rd DEPOSIT. 24 MONTHS TO PAY.
3 MONTHS' GUARANTEE

SCOOTERS, MOPEDS, 3 WHEELERS AND CARS

SCOOTERS, MOPEDS, 3 WHEELERS AND CARS		Cash Price
BELLA '55, 150, screen, pillion, carrier, mirror.....	£109 10	
BELLA '55, 200, dual seat, red finish, Attractive.....	£119 10	
BELLA '57, 150 self starter, screen, As new.....	£115 10	
BELLA '56, 200, d/seat, self starter, Attractive.....	£115 10	
BELLA '57, 500, self starter, screen, Immaculate cond.....	£175 10	
BHETTA '57, 50 c.c. 2 speeds, spring frame, speedo.....	£55 10	
BHETTI '56, 50 c.c. speedo, pillion, panniers, Super.....	£39 10	
DATON '57, 225 Albartos, Really nice condition.....	£145 10	
DATON '57, 250 twin, only 700 miles, Perfect.....	£205 10	
DIANA '56/7, 200 self starter, carrier, 1 owner.....	£149 10	
KIEFF '56, 200 self starter, spare wheel, 2,000 miles.....	£189 10	
LAMBRETTA '57, 50 c.c. 2 speeds, carr., leg shields.....	£45 10	
LAMBRETTA '54, 125, pillion, carrier, Nice condition.....	£89 10	
LAMBRETTA '55, 150, pillion, carrier, screen, etc.....	£105 10	
LAMBRETTA '56, 150, pillion, carrier, s/wheel, screen.....	£119 10	
LAMBRETTA '57, 150 Mark III, d/s, screen, duo blue.....	£129 10	
LAMBRETTA '57, 150 Mark III, spare wheel, carr., etc.....	£139 10	
LEOPARD '57, 50 c.c. Bobby 6, 2 seater, screen.....	£89 10	
MAIDOMOBIL '51, 197, 2,000 miles, Spotless.....	£179 10	
MAIDOMOBIL '57, 125, flashers, 1 owner, Super.....	£199 10	
MERBURY '57, Hercules, scooterette, screen.....	£59 10	
MOTOBOCANE '55/56, 150, pillion, spare wheel.....	£89 10	
NORMAN '56, 50 c.c. Nippy, speedo, fahis, panna.....	£45 10	
PIATTA '56/7, 125 spare wheel, screen, crtier.....	£89 10	
PRIMA '56/7, 150 spare wheel, screen, low mileage.....	£159 10	
PRIMA '57, 150, spare wheel, low migs, Super.....	£179 10	
PROGRESS '56, 200 screen, dual seat, 1 owner.....	£149 10	
T.W.M. '57, 125 Tony, of lux, only 119 miles.....	£149 10	
T.W.M. '57, 200 Contessa, screen, carrier, 2,000 miles.....	£189 10	
VESPA '53, 125, screen, pillion, Attractive.....	£85 10	
VESPA '55, 125, pillion, carrier, screen.....	£89 10	
VESPA '56, 125, dual seat, spare wheel, etc.....	£109 10	
VESPA '57, 150 Continental, screen, pillion.....	£125 10	
VESPA '57, 150 Grand Sports, screen, c/bars, Ex. cond.....	£139 10	
VESTING '57, 50 c.c. Moped, swinging arm, 2 seater.....	£69 10	
VICTORIA '57, 50 c.c. Scooterette, screen, low mileage.....	£59 10	
ZUNDAPP '56, 50 Combietto, speedo, screen.....	£45 10	
BELLA '56/7, 200 self starter, 800 sidecar.....	£159 10	
A.C. '57, 550 Petrie, spare wheel, only 1,000 miles.....	£219 10	
BOND '56, 197 2 seater, 1 owner, blue finish.....	£139 10	
BOND '57, 197 2 seater, 1 owner, blue finish.....	£139 10	
BOND '57, 197 Hard Top of lux, self starter.....	£275 10	
BOND '57, 197 Hard Top of lux, self starter.....	£275 10	
HEINKEL '57, 235, dual seat, s/frame, dual seat.....	£459 10	
HEINKEL '57, 175 saloon sv. wheel heater 3,000 mls.....	£349 10	

1958 MODELS, MARVELLOUS VALUE

FOR IMMEDIATE DELIVERY
IN THE FOLLOWING MAKES

MOTORCYCLES

A.J.S. ARIEL, AMBASSADOR, B.S.A. D.M.W. DOT,
ENFIELD EXCELSIOR, FRANK-BARNETT, JAMES,
MATCHLESS NORMAN, NORTON, NSU, PANTHER,
SUNBEAM, T.W.M., VELOCITE, ZUNDAPP.

SCOOTERS

ALBATROSS, B.S.A., BELLA, BINT-DIANA, D.K.S.,
D.K.W., EXCELSIOR 150, DUNLEY, HEINKEL, LAM-
BRETTA, MAIO, NSU, PIATTI PROGRESS, T.W.M.,
VESPA, WABO.

MOPEDS

BINETTA, EXCELSIOR, HEINKEL, PERLE, KIEFF,
NORMAN, NEW HUDSON, NSU QUICKLY,
ZUNDAPP, COMBINETTO.

SIDECARS

BLACKWELL, B.S.A., SUNAM, CANTERBURY,
GARRARD, NORTON, SWALLOW, SURREY, STREAM-
LINE, RANKIN, SUNBEAM AND WATSONIAN.

THREE-WHEELERS

A.C. PETITE, BOND MINICAR, RELIANT, MESSE-
SCHMITT, HEINKEL, B.N.W. BETTA TOURETTE,
GOGOMOBIL.

895-921 FULHAM ROAD - LONDON - S.W.6

RENEW 6174 (20 LINES)

NORTH LONDON BRANCH, 183-187 HIGH ROAD, S. TOTTENHAM, N.15.

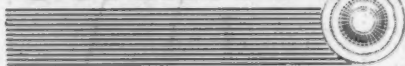
HOURS OF BUSINESS: 9 a.m. to 6.30 p.m. THURSDAYS 1 p.m.



TESTING GROUND

Man and machine streaking to the chequered flag, the acclamation of the crowd for the winner, the laurels of victory . . . and something more. For it is from the lessons of sport, the toughest testing ground possible, that manufacturers gain much of their technical knowledge. Girling Suspension Units are a case in point; from years of racing experience today's equipment, unsurpassed in design and efficiency, has emerged.

GIRLING



SUSPENSION UNITS

fitted to the world's leading motorcycles

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

